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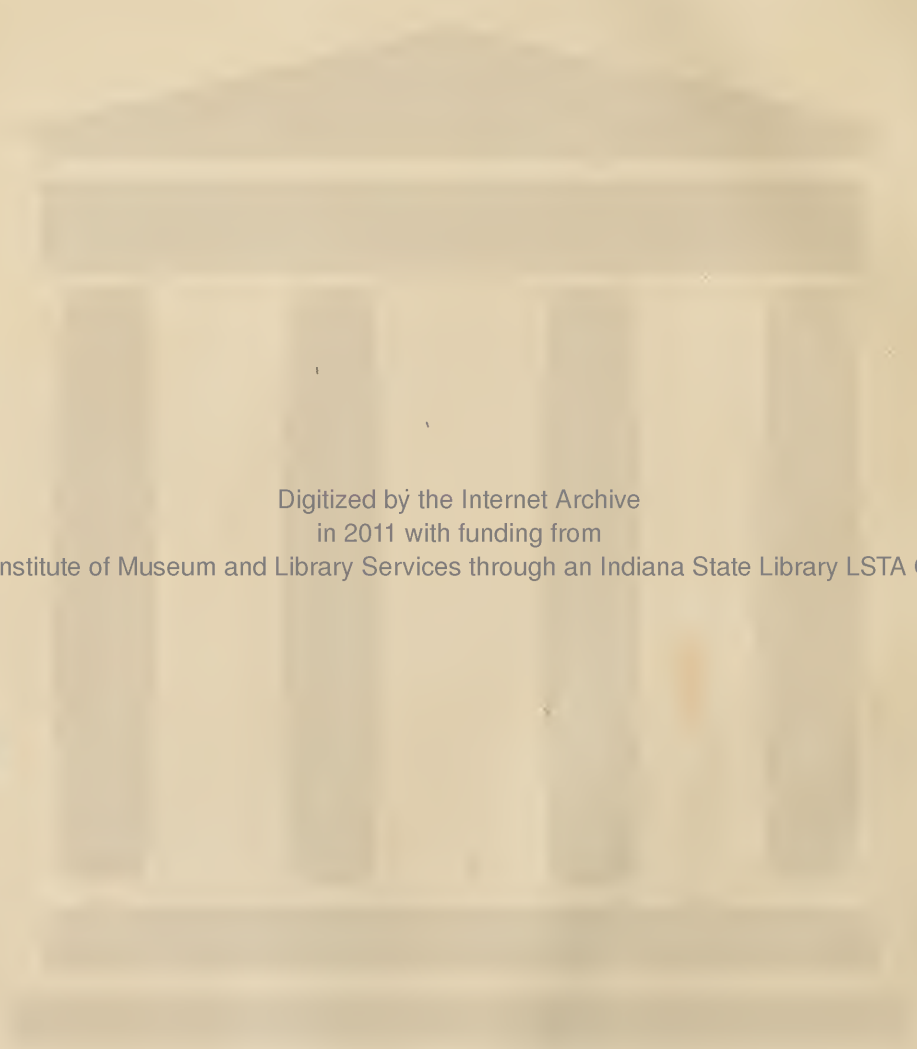
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MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES

TO THE

TWO HOUSES OF CONGRESS

AT THE

COMMENCEMENT OF THE SECOND SESSION

OF

THE THIRTY-SEVENTH CONGRESS.

DECEMBER 3, 1861.—Read, and ordered that the usual number of the message and documents be printed.

VOLUME III.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1861.

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REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December 2, 1861.*

SIR: The Report from this department under date of 4th July last exhibited the condition of the navy, the administrative measures taken to augment its efficiency, and the general course of its operations up to the commencement of the late special session of Congress. The enlarged estimates of expenditure for the naval service then submitted, contemplated, especially, three different lines of naval operations, upon an extended scale, as demanded by the situation of the country. These were—

1. The closing of all the insurgent ports along a coast line of nearly three thousand miles, in the form and under the exacting regulations of an international blockade, including the naval occupation and defence of the Potomac river, from its mouth to the federal capital, as the boundary line between Maryland and Virginia, and also the main commercial avenue to the principal base of our military operations.

2. The organization of combined naval and military expeditions to operate in force against various points of the southern coast, rendering efficient naval co-operation with the position and movements of such expeditions when landed, and including also all needful naval aid to the army in cutting off intercommunication with the rebels and in its operations on the Mississippi and its tributaries; and,

3. The active pursuit of the piratical cruisers which might escape the vigilance of the blockading force and put to sea from the rebel ports.

These were duties which the navy was called upon at the same time to prepare for and perform, and they constituted a triple task more arduous, it is believed, in some respects, than has before been demanded from the maritime power of any government. I proceed to report briefly the efforts which have been made for its accomplishment.

The limited number of ships and men at command when the pro-

clamation announcing the blockade of the ports of the insurgent States was issued, and the inadequate means provided by the last Congress for the emergency, devolved upon the department the necessity for calling into immediate service not only all the naval forces but vessels from the commercial marine. Purchases were accordingly made and charters hastily executed for the exigency, and orders peremptorily issued to forthwith equip and prepare for service the public vessels that were dismantled and in ordinary at the several yards. The force thus hastily gathered was placed along our coast and divided into two squadrons, one of which, designated as the Atlantic blockading squadron, had for its field of operation the whole coast, extending from the easternmost line of Virginia to Cape Florida, and was under the command of Flag Officer Silas H. Stringham. The other, or Gulf squadron, operating from Cape Florida westward to the Rio Grande, was commanded by Flag Officer William Mervine. These officers repaired to their stations and were reinforced from time to time by the arrival of such vessels as were despatched to their commands, and under their supervision and direction all the ports upon their stations were subjected to a blockade as rigid and effective as the peculiar nature of our maritime frontier, which has through a large portion of its entire extent a double coast, inner and outer, would admit. Our principal naval vessels are not, from their great draft of water, adapted to blockade service on our shallow coast, which has been guarded with extreme difficulty. The ports of North Carolina especially, situated within the interior shallow waters of their sounds and inlets, afforded peculiar facilities to a class of small vessels, aided by fraudulent papers and foreign flags, to elude the vigilance of the sentinel ships whose special duty it was to interdict commerce with the insurgents.

THE POTOMAC FLOTILLA.

It became necessary at an early period to place a flotilla on the lower Potomac. A variety of circumstances combined to render this one of the most embarrassing duties on the whole insurgent frontier, and it was clearly foreseen by the department that without the active co-operation of the army it would be impossible to prevent the navigation of the river from being obstructed by batteries on the Virginia side. For several months, however, the navy, without aid, succeeded, more effectually than could have been expected, in keeping the river open for commercial purposes, and restricting, to a great extent, communication between the opposite shores. In the heroic discharge of this duty the first commander of the flotilla lost his life; but the navy continued to capture every rebel vessel which showed itself on the Potomac, and to give security and protection to the commerce of loyal citizens, until the close of October, when the insurgents erected batteries at sundry points on the Virginia shore, thereby rendering passage on the river dangerous.

THE SQUADRONS.

The duty of guarding the coast and enforcing the blockade has been one of great labor as well as ceaseless vigilance and responsibility. With the steadily increasing force that added to the squadrons, the efforts of the insurgents to elude our ships were also increased, in order to supply the pressing necessities that afflicted the whole of the rebel States. The duties imposed upon the flag officers became correspondingly arduous, and eventually more extensive in their operation and detail than could be well executed by one commander. While the subject of a division of the squadrons was under consideration, Flag Officer Stringham, unaware of the fact, made a proposition to relinquish his command, which was acceded to, and two squadrons were organized on the Atlantic coast. Capt. Louis M. Goldsborough was appointed to guard the shores of Virginia and North Carolina, and raised his flag on the Minnesota on the 23d of September. The residue of the southern Atlantic coast, commencing at the line which separates the two Carolinas and extending to Cape Florida, was intrusted to Capt. Samuel F. Dupont, whose flag was raised on the Wabash, on the 29th of October.

Flag Officer William Mervine was relieved from the command of the Gulf squadron in September by Capt. William W. McKean. The necessity of dividing this squadron, as well as that on the Atlantic seaboard, in order that the coast should be more rigidly guarded, was felt; but the measure was postponed until a larger force could be sent around the peninsula. A vigilant watch has been maintained at the passes of the Mississippi, by which the commerce of New Orleans has been successfully interdicted.

The task of blockading the coast is unattractive and devoid of adventure. Those who have engaged in this rebellion have neither commerce nor a navy to reward or stimulate to exertion.

SINKING VESSELS.

One method of blockading the ports of the insurgent States, and interdicting communication as well as to prevent the egress of privateers which sought to depredate on our commerce, has been that of sinking in the channels vessels laden with stone. The first movement in this direction was on the North Carolina coast, where there are numerous inlets to Albemarle and Pamlico sounds, and other interior waters, which afforded facilities for eluding the blockade, and also to the privateers. For this purpose a class of small vessels were purchased in Baltimore, some of which have been placed in Ocracoke inlet.

Another and larger description of vessels were bought in the eastern market, most of them such as were formerly employed in the whale fisheries. These were sent to obstruct the channels of Charleston harbor and the Savannah river; and this, if effectually done, will

prove the most economical and satisfactory method of interdicting commerce at those points.

VESSELS CAPTURED.

Since the institution of the blockade one hundred and fifty-three vessels have been captured sailing under various flags, most of which were attempting to violate the blockade. With few exceptions, these vessels were in such condition, when seized, as to authorize their being sent at once to the courts for adjudication and condemnation as prizes. Appended to this report is a list of the vessels which have been captured.

SEIZURE OF SOUTHERN PORTS.

A seizure of some of the important ports on the coast commanded the early and earnest attention of this department. It was found that naval stations and harbors of refuge during the tempestuous seasons would be indispensable if hostilities were to be continued, and the stations thus secured could also be made the points of offensive military operations. Shortly after the attention of the government was drawn to this subject, a board was convened under the auspices of the Navy Department, consisting of Captains Samuel F. DuPont and Charles H. Davis, of the navy; Major John G. Barnard, of the army, and Professor Alexander Bache, of the coast survey, to whom a thorough investigation of the coast and harbors, their access and defences, was committed. Several elaborate and valuable reports of great interest, exhibiting in minute detail the position, advantages, and topographical peculiarities of almost every eligible point on the coast, were the results of this important commission.

In view of the data thus presented, two combined naval and military expeditions have already been organized and put in action. Such co-operation and concert of action between the two arms of the public service were indispensable; for, though the navy alone might assail and capture batteries in some positions, it was not within its province or power to retain or garrison them. The operations on shore manifestly pertained to the army, and, on each occasion, as soon as the military forces were ready for these expeditions, the navy was fully prepared and eager for immediate action.

After some delays, an expedition to Hatteras inlet, on the coast of North Carolina, where piratical depredations had become extremely annoying, was undertaken. Flag Officer Stringham commanded in person the naval forces on this occasion, and Major General Butler had command of the small military detachment of about eight hundred men which co-operated with the navy. The expedition was eminently successful in the attack upon and capture of Forts Hatteras and Clark. The entire garrison, under the command of Samuel

Barron, recently and for nearly fifty years an officer of the navy, surrendered after sustaining great loss, while not a life was sacrificed nor an individual of the Union forces wounded. Annexed is the report of Flag Officer Stringham of this achievement, with the letter of approval and congratulation of this department. The military force was inadequate to follow up this brilliant victory by securing a position upon the main land, and there propitiating and protecting the loyal feeling which had begun to develop itself in North Carolina.

It was intended that the success at Hatteras should have been followed in September by a more formidable expedition, and the seizure of a more important position further south. Owing to various causes, independent of the Navy Department or the condition of the navy, this movement was unavoidably postponed until the 29th of October, when a fleet of forty-eight sail, including transports, a larger squadron than ever before assembled under our flag, left Hampton Roads. Capt. Samuel F. DuPont, then recently appointed flag officer, an officer of great skill and experience, and possessing the entire confidence of the department, was selected to command this expedition. In addition to his general professional ability, he had, through careful study and investigation, as chairman of the board which had been ordered in June, special qualification and thorough preparation for the highly important and responsible position assigned to him. Informed of the policy and views of the government in regard to the expedition, prompt to execute its wishes, and having made himself familiar with every eligible port on the southern Atlantic coast, he, as commander of the expedition, was intrusted with the selection, within prescribed limits, of the place where the first assault should be made.

After encountering the severest storm that has visited the coast during the present season, which partially dispersed the squadron, causing the wreck of several of the transports, and compelling even some of the smaller vessels of the navy to put back, the fleet, by the merciful interposition of Providence, was preserved, and appeared before Port Royal, one of the best, though neglected, harbors on our southern coast, on the 5th day of November. So soon as the channel could be buoyed out, and other preliminary measures accomplished, assaults were made on the well built and thoroughly armed forts, Beauregard and Walker. Consummate naval strategic skill and the most admirable gunnery were exhibited in the attack, which was of such tremendous effect that General Drayton and the rebel army surrendered their strongholds, fled the coast with precipitation, leaving their property, armament, and papers, while our naval forces took, and still hold, quiet possession of one of the finest harbors on the Atlantic seaboard. I append Flag Officer DuPont's report of this brilliant achievement, and the letter of this department congratulating him, his officers and men, on their bravery, skill, and success.

A demonstration since ordered by Flag Officer DuPont on Tybee island, at the mouth of the Savannah river, resulted in the capture of that island and the strong Martello tower and battery that

virtually command Fort Pulaski. Our naval forces have possession of that island, a part of the south Atlantic squadron is at anchor in the harbor, and the flag of the Union is again unfurled in Georgia. The despatch of Flag Officer DuPont, communicating to the Navy Department an account of this transaction, and the additional fact that the rebels themselves have, in anticipation of our action, placed obstructions in the river at Fort Pulaski, is appended to the report.

Without specifying, in detail, the numerous meritorious achievements which have during the year done honor to the naval service, I append despatches of the commanders, communicating the brave and heroic conduct which has been displayed by our naval officers, sailors, and marines, whose intrepidity, courage, and loyalty were never more marked than in this rebellion.

THE MISSISSIPPI RIVER.

A naval force, auxilliary to and connected with the army movements on the Mississippi and its tributaries, has been organized, and is under the command of Flag Officer Andrew H. Foote, who is rendering efficient service in that quarter.

The steamers which have been built or purchased for this service by the War Department are of a formidable character, and manned by a class of superior seamen and western boatmen, who, in the preliminary skirmishes already, have done good service, and will, I am confident, acquit themselves with credit in the future. Reports are appended exhibiting some of the operations of this command as auxiliary to the military movements on the Mississippi.

PURSUIT OF PRIVATEERS.

It was natural that apprehensions should prevail in regard to armed cruisers commissioned expressly by the rebel leaders to depredate upon our commerce. This robbery of merchants and others engaged in peaceful and lawful pursuits by piratical cruisers is not inconsistent with the general conduct of those who have violated law and moral obligations to gratify inordinate ambition. Our extended commerce presented inducements for piratical warfare, yet but few of our misguided countrymen have prostituted themselves to the purposes of plunder, though thereto invited, and these few have been in constant flight to escape the avenging power of our vigilant naval forces. Such of these cruisers as eluded the blockade and capture were soon wrecked, beached, or sunk, with the exception of one, the steamer Sumter, which, by some fatality, was permitted to pass the Brooklyn, then blockading one of the passes of the Mississippi, and, after a brief and feeble chase by the latter, was allowed to proceed on her piratical voyage. An investigation of this whole occurrence was ordered by the department. Soon the Niagara and the Powhatan, from the Gulf squadron, followed in vigorous pursuit—the latter, though long

in commission, and with defective boilers and machinery, under her energetic commander, tracking the piratical craft as far as Maranhão. The *Keystone State*, *Richmond*, *Iroquois*, and *San Jacinto* were also in search of her at different points and periods. Although a piratical rover, without license from any recognized or acknowledged government, and avowedly engaged in the robbery and plunder of our citizens, I regret to say this vessel has been received, and her wants supplied, against the remonstrance of our consuls, by public authorities, in many foreign ports where her character was well known.

REBEL EMISSARIES.

Capt. Charles Wilkes, in command of the *San Jacinto*, while searching in the West Indies for the *Sumter*, received information that James M. Mason and John Slidell, disloyal citizens and leading conspirators, were with their suite to embark from Havana in the English steamer "*Trent*," on their way to Europe to promote the cause of the insurgents. Cruising in the Bahama channel he intercepted the *Trent* on the 8th of November, and took from her these dangerous men, whom he brought to the United States. His vessel having been ordered to refit for service at Charlestown, the prisoners were retained on board and conveyed to Fort Warren, where they were committed to the custody of Colonel Dimmick, in command of that fortress.

The prompt and decisive action of Captain Wilkes on this occasion merited and received the emphatic approval of the department, and if a too generous forbearance was exhibited by him, in not capturing the vessel which had these rebel enemies on board, it may, in view of the special circumstances, and of its patriotic motives, be excused; but it must by no means be permitted to constitute a precedent hereafter for the treatment of any case of similar infraction of neutral obligations by foreign vessels engaged in commerce or the carrying trade.

THE NAVAL FORCE AND ITS INCREASE.

This brief review of the principal operations of the navy, under the new and extraordinary demands that were made upon its efficiency, naturally introduces an exposition of the measures adopted in conformity with the legislative policy of Congress to increase its available force. The measures which were adopted by the department, in advance of the special session in July, for augmenting the navy, and the recommendations and suggestions which I had the honor at that time to submit, received the sanction and approval of Congress. Immediate action had been rendered necessary in consequence of events that had been precipitated upon the country, and for which no legislative provision had been made. Only a feeble force of men and vessels, scarcely sufficient for ordinary police operations, was at that time available on the Atlantic coast. In order that the condition of the navy on the 4th of March may be rightly understood, it will be well to state the position and character of each of the vessels at that date.

The home squadron consisted of twelve vessels, and of these only four were in northern ports and available for service, viz:

Name.	Class.	No. of guns.	Where stationed.
Pawnee	Screw sloop.....	8	At Washington.
Crusader	Steamer	8	At New York.
Mohawk.....	Steamer	5	do.
Supply	Storeship.....	4	do.
4 vessels		25	

The remaining vessels of the squadron were stationed as follows:

Name.	Class.	No. of guns.	Where stationed.
Sabine	Frigate.....	50	Pensacola.
St. Louis.....	Sloop.....	20	do.
Brooklyn.....	Steamer.....	25	do.
Wyandotte	Steamer	5	do.
Macedonian.....	Sloop	22	Vera Cruz.
Cumberland.....	Sloop	24	} Returning from Vera Cruz.
Pocahontas.....	Steamer.....	5	
Powhatan	Steamer.....	11	
8 vessels		162	

The Powhatan arrived at New York on the 12th of March, and sailed early in April for Fort Pickens. The Pocahontas reached Hampton Roads on the 12th of March, and the Cumberland on the 23d of the same month.

Of vessels on foreign stations, the following have returned in obedience to orders from the department:

FROM MEDITERRANEAN.

Name.	Class.	No. of guns.	Date of arrival.
Richmond.....	Steam sloop	16	July 3.
Susquehanna	Steam sloop	15	June 6.
Iroquois.....	Steam sloop	6	June 15.

FROM COAST OF AFRICA.

Name.	Class.	No. of guns.	Date of arrival.
Constellation	Sloop	22	September 28.
Portsmouth	Sloop	22	September 23.
Mohican	Steam sloop	6	September 27.
Mystic	Steamer	5	October 7.
Sumter	Steamer	5	September 15.
San Jacinto	Steam sloop	13	November 15.
Relief	Storeship	2	October 12.

FROM COAST OF BRAZIL.

Name.	Class.	No. of guns.	Date of arrival.
Congress	Frigate	50	August 12.
Seminole	Steam sloop	5	July 6.

The following have not yet arrived.

FROM EAST INDIES.

Name.	Class.	No. of guns.	Date of arrival.
John Adams	Sloop	20	
Hartford	Steam sloop	16	
Dacotah	Steam sloop	6	

The following are to remain abroad :

Name.	Class.	No. of guns.	Where stationed.
Saratoga	Sloop	18	Coast of Africa.
Pulaski	Steamer	1	Coast of Brazil.
Saginaw	Steamer	3	East Indies.

Add to these the vessels on the Pacific coast, the steam frigate Niagara, which was returning from Japan, and four tenders and storeships, and there was a total, as stated in the last report, of 42 vessels, carrying 555 guns and about 7,600 men, in commission on the 4th of March last.

Without waiting the arrival of vessels from our foreign squadrons, the department early directed such as were dismantled and in ordinary at the different navy yards, and which could be made available,

to be repaired and put in commission. They are, exclusive of those lost at the Norfolk navy yard, embraced in the following table:

Names	Where.	Ordered to be prepared for sea service with despatch.	Put in commission or ready for officers and crew.	Sailed.
<i>Frigates.</i>				
		1861.	1861.	1861.
Potomac	New York	April 27	July 30	Sept. 10
St. Lawrence	Philadelphia	April 20	Late in May	June 29
Santee	Portsmouth, N.H.	April 17	May 27	June 20
<i>Scops.</i>				
Savannah	New York	April 1	June 1	July 10
Jamestown	Philadelphia	April 9	May 18	June 8
Vincennes	Boston	do	June 24	July 12
Marion	Portsmouth	April 20	June 30	July 14
Dale	do	do	do	July 17
Preble	Boston	do	June 22	July 11
<i>Brigs.</i>				
Bainbridge	Boston	April 20	May 1	May 21
Perry	New York	do .....	.....	May 14
<i>Steamers.</i>				
Roanoke	New York	April 20	June 20	June 25
Colorado	Boston	do	June 3	June 18
Minnesota	do	April 3	May 2	May 8
Wabash	New York	April 9	April 29	May 30
Pensacola	Washington .....	.....	.....	.....
Mississippi	Boston	April 6	May 18	May 23
Water Witch	Philadelphia	Feb. 14	April 10	April 17

When the vessels now building and purchased, of every class, are armed, equipped, and ready for service, the condition of the navy will be as follows:

OLD NAVY.

Number of vessels.	Guns.	Tonnage.
6 Ships-of-Line	504	16,094
7 Frigates	350	12,104
17 Sloops	342	16,031
2 Brigs	12	539
3 Store-ships	7	342
6 Receiving ships, &c.	106	6,340
6 Screw frigates	222	21,460
6 First class screw-sloops ..	109	11,953
4 First class side-wheel steam sloops ..	46	8,003
8 Second class screw-sloops ..	45	7,593
5 Third class screw-sloops ..	28	2,405
4 Third class side-wheel steamers ..	8	1,808
2 Steam tenders	4	599
76	1,783	105,271

PURCHASED VESSELS.

	Guns.	Tons.
36 side-wheel steamers	160	26,680
43 screw steamers	175	20,403
13 ships	52	9,998
24 schooners	49	5,324
18 barks	78	8,432
2 brigs	4	460
136	518	71,297

VESSELS CONSTRUCTED.

	Guns.	Tons.
14 screw sloops	98	16,787
23 gun-boats	92	11,661
12 side-wheel steamers	48	8,400
3 iron-clad steamers	18	4,600
52	256	41,448

Making a total of 264 vessels, 2,557 guns, and 218,016 tons. The aggregate number of seamen in the service on the 4th of March last was 7,600. The number is now not less than 22,000.

CONSTRUCTION OF NEW VESSELS.

Most of the public armed vessels being of such size and draught of water that they could render only imperfect blockading service, immediate measures were taken by the department to carry into effect the policy of the government, in advance of the special session of Congress, by contracting for the construction of twenty-three steamers, which should be of light draught, but heavy armament. Congress, at the regular session, had authorized the building of seven screw steamers, and as there were four yards, in each of which two might be built, the department, in the existing emergency, and in anticipation of the action of Congress when it should convene, directed the construction of eight, dividing them into two classes of about one thousand and fourteen hundred tons, respectively. At the special session, Congress not only sanctioned the action of the department in the construction of these thirty-one steamers, but it authorized the further construction of twelve side-wheel steamers of light draught, and of six of larger capacity, to be modelled and built specially for speed. Many of those first ordered are already in commission, and the others are in rapid progress towards completion. If, with those above enumerated, we include three iron-clad, or armor steamers, which are being built from the money appropriated for that purpose at the special session, there will be under these several arrangements an addition, when they are completed, of fifty-two new steamers, peculiarly adapted to the required blockade or coast guard duty, added to the navy. No sailing vessels have been ordered to be built, for steam, as well as heavy ordnance, has become an indispensable element of the most efficient naval power.

PURCHASE OF VESSELS.

The public vessels and the public yards, in their capacity of construction and repair, were, however, totally inadequate to the demands that are now pressing on this branch of the government, and the department was compelled to resort to the commercial marine to make good the deficiency. Vessels of every class and description were promptly tendered by sellers and their agents, who, in many instances, became dissatisfied when their offers were not accepted.

This new necessity of the government, involving a large expenditure, and the purchase of suitable vessels, imposed an important responsibility; and the task of making suitable arrangements to insure the prompt and systematic purchase, on the best and most reasonable terms for the government, of a large number of vessels most suitable for its use, was attended by peculiar difficulties, and received mature consideration. The purchase might be made directly by the department, or by boards of officers under its control at the principal ports where the vessels were to be bought, and especially at the great central point of supply for such a demand, the port of New York.

But to both these methods of procedure the briefest trial disclosed serious objections. It was manifest from the first that the depart-

ment, charged suddenly with the organization and superintendence of new and arduous naval operations on a large scale, in addition to its current business, could not possibly itself devote to the numerous details of each case of purchase the time and attention needful fully to protect the interests of the government. It was equally clear that boards of officers, acting in a mere mercantile capacity, new to them, and for which they had neither been practically trained nor professionally commissioned, would be subjected to great embarrassment and disadvantage in their dealings with sellers of ships and professional ship brokers, in a market suddenly pressed by a heavy and peremptory demand. Yet the department could rely, and it did rely, with the fullest confidence upon the professional judgment and ability of its ordnance officers, naval constructors, and engineers, all acting under the responsibility of their commissions, to investigate and determine the whole question of the adaptation, in all respects, of each ship offered, and of its capacity to be by alteration fully adapted to perform the particular service required by the government. This work, with the corresponding authority of selection and rejection of all vessels, was therefore exclusively committed to boards consisting each of an experienced naval constructor and engineer and an ordnance officer, convened and stationed for the purpose at New York, and the other principal cities. The mere mercantile part of the business—the making of the best bargains possible for the government in each case, with the care of averting all intervention of third parties, which might embarrass the attainment of that result—was considered by the government to be placed most properly in the hands of a mercantile agency of a high and established character for integrity, experience, and capacity. Obvious reasons, including the consideration that it is individual responsibility which is always felt most keenly, and that several agents, all acting separately for the government at the same places, would necessarily compete with each other to its disadvantage in the market, indicated that this agency should be tendered to a single, properly qualified individual, upon the distinct understanding that he should devote his whole time, attention, and ability to the work; that he should in no case make any charge against the government for his service; that he should deal always directly and exclusively with the owners of the vessels purchased, thus permitting no brokerage fees, or agents' commissions, between himself and the owners; and that, finally, his own commission, payable always by the seller, should in no case exceed the regular mercantile percentage fixed by the Chamber of Commerce of New York, and established by the custom of merchants in that city as the rightful and legal rate of remuneration for such services rendered by any person acting between the sellers and purchasers of vessels.

The agent thus selected was a merchant, who had been connected with one of the most successful and extensive commercial firms in this country—a gentleman of great business capacity, and of the most scrupulous and unquestioned integrity. Relinquishing all private engagements, and withdrawing from all business connexions of every

description, this gentleman has devoted his whole time and energies with untiring fidelity to the service of the department and the country.

By the system thus adopted the very best vessels in the commercial marine have been secured for the naval service at moderate rates, and to the great advantage of the government. The course pursued in these purchases has extemporized a navy at less cost to the government, it is believed, than that required for the construction of the same or equally serviceable vessels ; and a question which, at the commencement, was one of embarrassment and difficulty, has been disposed of, and in no particular has the country been better served.

Subjoined is a statement from the purchasing agent at New York, with a schedule giving the name; tonnage, price demanded, and cost actually paid of every vessel that has been bought by him, and also of all added to the navy since the change of administration in March last. There is abundant reason to congratulate ourselves that, on such a demand, in such a crisis, we were enabled to make so speedy and so large an acquisition to the naval service, and on terms so economical to the government.

The expenditure in fitting for sea service the vessels at the different navy yards, and repairing and equipping those returning from our foreign squadrons, has been large. Eleven thousand mechanics and laborers have been in the daily employ of the government at the different navy yards in building and preparing vessels, and equipping and arming them for service ; but this large force has been unable to despatch the work with the rapidity demanded, and the department has been compelled in consequence to resort to private shipyards and outside labor.

ARMORED SHIPS.

To carry into effect the provisions of the act approved August 3, 1861, providing for the construction of one or more armored ships and floating batteries, I appointed Commodores Joseph Smith and Hiram Paulding and Captain Charles H. Davis, skilful and experienced naval officers, to investigate the plans and specifications that might be submitted. The subject of iron armature for ships is one of great general interest, not only to the navy and country, but is engaging the attention of the maritime powers of the world. Under the appropriation made by Congress, the department, on the favorable report of the board, has contracted for the construction of three iron-clad ships of different models, the aggregate cost of which will be within the limits of the appropriation. The difficulty of combining the two qualities of light draught and iron armor, both of which are wanted for service on our coast, could not be entirely overcome; but the board, in this new branch of naval architecture, has, I think, displayed great practical wisdom, and I refer to their very full and able report, which is appended, for a more explicit and detailed exhibit of their inquiries and conclusions.

STEVENS'S BATTERY.

In pursuance of the joint resolution of Congress approved June 24, 1861, authorizing the Secretary of the Navy to appoint a board to examine the iron steam battery now building at Hoboken, New Jersey, and ascertain what will be the cost of completing the same, how soon it can be completed, and the expediency thereof, I appointed Commodores Silas H. Stringham and William Inman, Captain T. A. Dornin, Chief Engineer A. C. Stimers, and Joseph Henry, Esq., Secretary of the Smithsonian Institution, a commission, and directed them to assemble on the 1st of November to prosecute the examination. The department has information that the board convened, but has as yet received no report of its proceedings.

INCREASING THE EFFICIENCY OF THE NAVY.

The efficiency of the navy may unquestionably be largely increased by creating more grades, and I would recommend that the permanent organization of the line officers be as follows :

Flag officer—to command squadrons.

Commodore,	} To command single ships.
Captain,	
Commander,	
Lieutenant commander,	
Lieutenant.	

Master.

Passed midshipman.

Midshipman.

Cadet.

The lieutenant commanders, a grade used during the revolution, may be employed as first lieutenants, and in the command of the smaller class of naval vessels.

The present rate of pay may be so apportioned among the different grades that in the aggregate there shall be no increase. Let no officer be advanced to any grade above that of passed midshipman except upon nomination of the President and confirmation by the Senate, after a board of officers shall have pronounced him morally, physically, and professionally competent to perform all his duties, both ashore and afloat.

The public service would also be promoted were some limit of age fixed by law for active service. I would, therefore, respectfully suggest that line officers be retired after having been forty-five years in the navy, excepting when called into active service by special appointment from the President. A generous pecuniary provision should be made for those who are retired after long and faithful service.

To satisfy the immediate demands of the public service, I recommend that a grade to be designated flag officer be established, and that the President, by selection from the present list of captains and commanders, appoint a number not exceeding seven, who shall each have command, irrespective of seniority or rank, of the squadron to

which he may be assigned, and the appointment shall cease when the officer hauls down his flag, unless for distinguished and meritorious conduct in battle, as flag officer, he receives, upon recommendation of the President, the thanks of Congress.

RETIRING BOARDS.

Under the provisions of an act authorizing a naval retiring board, entitled "An act providing for the better organization of the military establishment," approved August 3, 1861, a board has been assembled, and is composed of Commodore George W. Storer, president; Commodore Charles H. Bell, Captain D. G. Farragut, Surgeons Charles Chase and L. B. Hunter, members; and Philip Hamilton, Esq., judge advocate. The board convened at Brooklyn on the 18th of October last, and is still prosecuting its duties.

A like board assembled at the same place on the 6th of November, under authorization by the same law, for retiring such marine officers as have become incapable of performing the duties of their office. This board is composed of Colonel John Harris, commandant of the corps, president; Brevet Major Jacob Zeilin, Major William B. Slack, Surgeons Solomon Sharp, and Charles D. Maxwell, members; and P. T. Woodbury, Esq., judge advocate.

Availing themselves of the provisions of the act referred to, several officers of the navy and of the marine corps have, upon their own application, been placed on the list of retired officers, after having been forty years in the service of the United States.

ACTING APPOINTMENTS.

In my report at the commencement of the special session I made mention of the fact that the appointment of acting lieutenants had been conferred on certain gentlemen who had retired from the navy in peaceful times, but who, when the flag was assailed, promptly tendered their services in its defence. It was not within the power of the department to restore these gentlemen to the line of promotion, but they were placed in the position of, and assigned to duty as, acting lieutenants, where they have rendered good service, and proved themselves worthy of their profession whenever they have had an opportunity, either at Hatteras, Port Royal, the Gulf, or elsewhere. There are fifteen of these formerly naval officers who have received the appointment of acting lieutenants. The question of full restoration to these gallant officers, whose names are untarnished, and who have acquitted themselves with honor to their profession, is one of interest to themselves and the country.

In pursuance of the policy indicated by Congress at the extra session, there have been appointed from the commercial marine twenty-five acting volunteer lieutenants. Great care has been exercised in the selection of these officers, who, beside their general reputation for nautical skill, have undergone an examination as to their fitness and qualifications by a board constituted for that purpose.

There have also been appointed for active service in the navy, in-

dependent of officers of the line, four hundred and thirty-three acting-masters, and two hundred and nine master's mates. All of these masters have had sea experience, and nearly every one has been a successful navigator and commander in the merchant service. It was soon found necessary also to require that master's mates should have previous sea experience to qualify them for appointment. In order to prepare the different classes of officers introduced from the mercantile marine for duty in the naval service, schools for gunnery and proper training were established at the navy yards, where the appointees have been drilled and disciplined for navy duty. The officers thus selected are, with scarcely an exception, highly meritorious, and would be a credit to any service. Composed as they are of the best material in the best commercial marine on the globe, the spirit and zeal with which they surrender their more peaceful pursuits for the severe and rigid discipline of the navy does honor to their country and themselves.

The assistant paymasters authorized to be appointed by the act of July last have been selected, but the increase of thirty-six was insufficient for the service with the large addition of vessels and crews that have been ordered. I have therefore been compelled to make further appointments of acting assistant paymasters, of whom there are now sixty-one on duty. Their appointments are temporary, for the cruise or the war, and made when there are no unemployed paymasters or assistant paymasters of the regular corps who can be detailed for the duty required.

Acting appointments of engineers and assistant engineers and of assistant surgeons have necessarily been made, in addition to the regular corps, to meet the new and extraordinary demands of the service. There has been an aggregate of nine hundred and ninety-three acting appointments for temporary service made by the department since the present difficulties commenced. That there may in some instances have been improper selections in consequence of improper recommendations is not improbable, but such are exceptional cases. In some instances men possessing high and excellent traits in other respects have been found addicted to intemperance. This is a disqualification in any officer, and whenever this habit has been detected there has been no hesitation in revoking at once the appointment.

MARINE CORPS.

The report of the commandant of the marine corps is herewith transmitted. Under the provisions of the act of March 3, 1849, with your approval, orders were given in April and May to enlist 1,152 additional non-commissioned officers and privates, to meet the requirements of the service. A large number of able-bodied men of a superior class were very readily obtained, and the increased demand for guards for vessels has rendered necessary an additional increase of five hundred privates, with the necessary non-commissioned officers,

which number you have recently authorized to be enlisted. A general return of the corps for October accompanies the report of the commandant and shows the actual strength of the corps, ashore and afloat, to have been at that time two thousand nine hundred and sixty-four.

In July last, a battalion of 12 officers and 336 men, under Major J. G. Reynolds, was detailed for duty with the army of the Potomac, under General McDowell. They were in the engagement at Bull Run, and Major Reynolds's report thereof will be found herewith. A similar battalion of 19 officers and 330 men, under the same officer, was despatched with the expedition to Port Royal.

NAVAL SCHOOL.

Temporary accommodations for the Naval School have been provided, and the officers and students made comfortable at Newport, where the institution was located upon its removal from Annapolis, until Congress shall take some order on the subject of its future permanent location. Much of the public property appertaining to the school was hastily removed, but many conveniences and much that is essential were left at Annapolis, where they still remain in charge of a person to whose custody they were committed. No legislation was consummated at the extra session towards filling up the school to its full complement in consequence of disagreement between the two houses as to the method of appointment, although each branch expressed an opinion that the deficiency ought to be supplied.

I would respectfully renew the recommendations and suggestions made in my former report, not only that the deficiency should be supplied, but that for a period, at least, the number should be largely increased. In regard to the selection of students when representatives neglect or refuse to make the nominations, or when a district omits to elect a representative, it is suggested that the President or the Secretary of the Navy be authorized to perform that duty.

The institution is one of too great national importance to be neglected. It is there that the youth are to be educated who in the future must maintain and elevate the character of the navy. I have deemed it important that the accomplished superintendent, whose fidelity to his trust was exhibited under trying circumstances, should be continued in the position he has filled so acceptably until the school shall be again permanently established. But, even under the disadvantage of a temporary location, the country should avail itself of the opportunity to educate, for a period at least, double the number now authorized by law.

EMPLOYMENT OF FUGITIVES.

In the coastwise and blockading duties of the navy it has been not unfrequent that fugitives from insurrectionary places have sought our ships for refuge and protection, and our naval commanders have applied to me for instruction as to the proper disposition which should

be made of such refugees. My answer has been that, if insurgents, they should be handed over to the custody of the government; but if, on the contrary, they were free from any voluntary participation in the rebellion and sought the shelter and protection of our flag, then they should be cared for and employed in some useful manner, and might be enlisted to serve on our public vessels or in our navy yards, receiving wages for their labor. If such employment could not be furnished to all by the navy, they might be referred to the army, and if no employment could be found for them in the public service they should be allowed to proceed freely and peaceably without restraint to seek a livelihood in any loyal portion of the country. This I have considered to be the whole required duty, in the premises, of our naval officers.

NAVAL DEPOT ON THE LAKES.

I have been desired to invite attention to the fact that there is no naval depot on the lakes, notwithstanding the vast amount of tonnage on that frontier, and to state that if there were one and the ability to arm the merchant marine, our rights on the lakes would be made secure.

CAPTURE OF SLAVER.

There has been but one vessel seized by the African squadron for being engaged in the slave trade since those mentioned in the last report of this department, the American brig Triton, by the United States ship Constellation, in the Congo river, on the 20th of May last. She arrived at New York on the 10th of July, in charge of Midshipman G. A. Borchert, and was turned over to the United States marshal.

THE BUREAUS.

The reports of the chiefs of the respective bureaus attached to this department present the condition of affairs coming under their cognizance in detail. Their labors and responsibilities have been greatly increased by the events that have occurred during the present year, but their duties have been discharged with ability and fidelity to the government, and that, too, in many respects, under peculiar disadvantages.

The navy yards at Norfolk and Pensacola, being in the hands of the insurgents, the chief of the Bureau of Yards and Docks has not had them under his supervision but for a small portion of the year. His labors, however, have not been diminished or less arduous in consequence.

At no period since its establishment has the Bureau of Construction had so great an amount of labor devolved upon it as during the current year. Not only the design and construction of the large number of vessels ordered to be built, but the repair and equipment of all that have been put in commission, with other attending duties, have

come under the cognizance of the chief of that bureau and received his unremitting attention.

The emergency has put in requisition the energy and talent attached to the Ordnance Bureau, which, under many embarrassments, has met the demand upon it, and if, at the commencement of our difficulties, the wants of the government could not, in all instances, be supplied with the rifled cannon and Dahlgren heavy ordnance, that branch of the service is now furnishing guns and munitions with a rapidity and of a description unsurpassed in any service. The occasion is such as to stimulate into greater activity the inventive faculties and powers of the distinguished commandant of the Washington yard, whose services are as valuable to the country, and entitled to as high regard, as those of the most successful flag officer who commands a squadron. For more specific details I would refer you to the report of the Ordnance Bureau.

Most of the contracts in the Bureau of Provisions and Clothing were made on the basis of a force not exceeding 8,500 men in actual service, but the greatly increased numbers and the enhanced prices of many articles have been attended with serious consequences to the contractors, some of whom have been unable to fulfil their engagements. I am happy to say, however, that the vigilant chief of that bureau has permitted none of our squadrons to be deficient in consequence of these failures.

The affairs of the Bureau of Medicine and Surgery have been further systematized and improved under the judicious management of its intelligent chief. Like every other branch of the service, the medical staff has been largely increased; not only in the regular corps but by acting appointments.

The action of the several bureaus has been eminently satisfactory under the circumstances of the period. That the organization of the department might be modified, and an improved distribution and classification of the duties that legitimately belong to it be made, I have no doubt. Some of these have been heretofore suggested by my predecessors, and are referred to by me at this time with deference, but with a sincere conviction that more systematic efficiency might thereby be produced.

ESTIMATES AND APPROPRIATIONS.

The amount appropriated at the last regular session of Congress for the naval service for the current year was \$13,168,675 86. To this was added at the special session in July last \$30,446,875 91—making for the fiscal year ending June 30, 1862, an aggregate of \$43,615,551 77. This sum will not be sufficient, however, for the purpose, and therefore additional appropriations will be necessary. There will be required to pay for vessels purchased, and for necessary alterations incurred in fitting them for naval purposes, the sum of \$2,530,000; for the purchase of additional vessels, \$2,000,000; and for the construction and completion of twenty iron-clad vessels, \$12,000,000—making a total of \$16,530,000. This sum is independ-

ent of the estimates submitted for the next fiscal year, and being required for current expenses as well as objects of immediate importance, it is desirable should receive early attention from Congress.

The estimates submitted by this department for the fiscal year ending June 30, 1863, amount to \$44,625,665 02, viz:

For the navy proper.....	\$41,096,530 25
For the marine corps.....	1,105,656 77
For navy yards, hospitals, magazines, and miscellaneous objects	2,423,478 00

The reports of the chiefs of the bureaus and the commandant of the marine corps, with their accompanying estimates, exhibit in detail the objects for which the appropriations are required. I would also refer to these reports as containing information and suggestions in regard to matters pertaining to the several departments of the naval service.

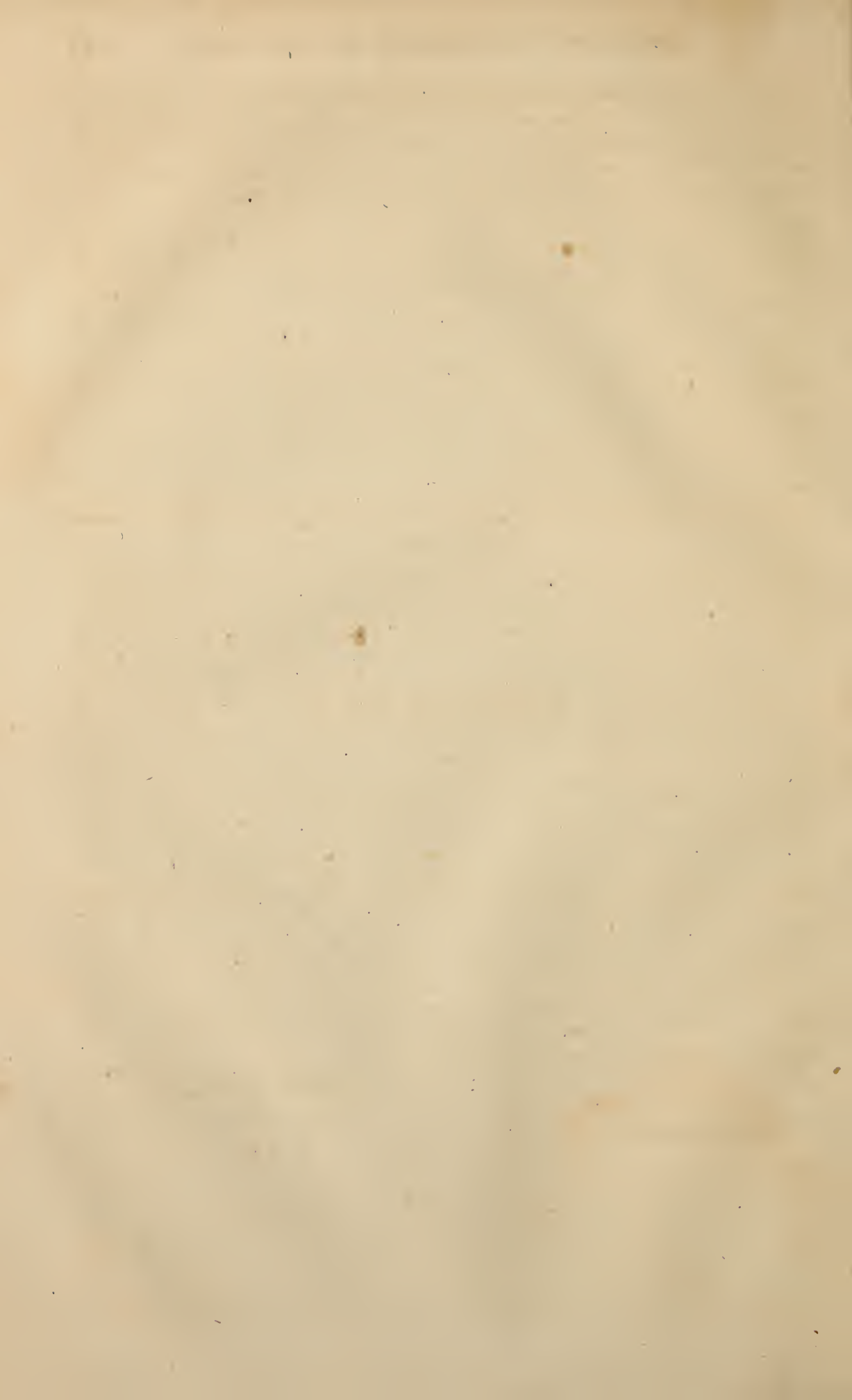
CONCLUSION.

In concluding this report, it gives me pleasure to acknowledge the important aid I have received in the administration of the department from the zealous and very efficient co-operation of the Assistant Secretary and the clerical force of the department proper, and from the Chiefs of the several bureaus, and those performing public duty under their immediate superintendence and direction.

To the patriotic officers of the navy, and the brave men who, in various scenes of naval action have served under them, the department and the government justly owe an acknowledgment even more earnest and emphatic. Courage, ability, unfaltering fidelity, and devotion to the cause of their country, have been the general and noble characteristics of their conduct in the arduous and important service with which they have been intrusted. I state with all confidence that in their hands the historic renown of the American navy has been elevated and augmented. In this convulsive crisis of our country the duties of this department have been new and heavy, and its responsibilities great. I have met them all with entire honesty of purpose, and have labored assiduously and faithfully to discharge them. The result of my labors I respectfully submit to you, and through you to the judgment of Congress and the country.

GIDEON WELLES,
Secretary of the Navy.

TO THE PRESIDENT.



APPENDIX.

LIST OF PAPERS.

- Captain H. A. Adams's report of the re-enforcing of Fort Pickens, (April 14.)
Captain J. H. Ward's report of an action at Acquia creek, (May 31.)
Captain J. H. Ward's report of second day's action at Acquia creek, (June 1.)
Commander J. C. Rowan's report of action at Acquia creek, (June 2.)
Captain John Faunce's report of action at Pig's Point, (June 5.)
Lieutenant E. G. Parrott's report of capture of privateer "Savannah," (June 5.)
Commander J. C. Rowan's report of action and death of Commander Ward, at Matthias Point, (June 27.)
 Surgeon Gunnell's report of killed and wounded.
 Lieutenant J. C. Chaplin's report.
Major John G. Reynolds's report of participation of battalion of marine corps in battle at Bull Run.
Flag-Officer Stringham's report of the destruction of ten vessels in "Back river," Virginia, (July 25.)
Commander James Alden's report of the bombardment of Galveston, (August 10.)
 Protest of consuls and vice-consuls residing at Galveston.
 Commander Alden's reply.
Acting Master William Budd's report of action at Matthias Point, (August 15.)
Flag-Officer Silas H. Stringham's report of action at Hatteras inlet, (August 30.)
 Commodore Stringham's letter, enclosing articles of capitulation.
 Commodore Stringham's detailed report.
 Commander J. P. Gillis's report.
 Commander H. S. Stellwagen's report.
 Commander Gillis's detailed report.
 Congratulatory letter of Secretary of the Navy.
Lieutenant S. L. Phelps's report of an engagement at Norfolk, Missouri, (September 10.)
Commander R. A. Stembel's report of same engagement, (September 13.)
Flag-Officer William Mervine's report of the burning of the privateer schooner "Judah," (September 15.)
 Surgeon G. R. B. Horner's report of killed and wounded.
 List of officers and men composing the expedition.
Commander J. C. Rowan's report of the destruction of "Fort Ocracoke," on Beacon island, (September 18.)
 Lieutenant James G. Maxwell's report.
Commander Melancton Smith's report of affair at Ship Island, (September 20.)
Lieutenant D. L. Braine's report of shelling the rebels at Kinekeet, Hatteras inlet, (October 5.)
Lieutenant A. Murray's report of the burning of a schooner at Chincoteague, (October 5.)
Lieutenant A. D. Harrall's report of the burning of a schooner in Quantico creek, (October 11.)

Commander Samuel Lockwood's report of the silencing of the batteries near Lynnhaven bay, Cape Henry, (October 11.)

Captain John Pope's report of the affair at the Passes of the Mississippi, (October 13.)

Commander Robert Handy's report.

Captain Pope's detailed report.

Commander H. French's report.

Lieutenant Francis Winslow's report.

Commander Melancton Smith's report of an engagement with a rebel steamer, (October 21.)

Lieutenant A. Murray's report of the burning of a schooner in "Swan's Cug creek," North Carolina, (October 28.)

Captain A. H. Foote's report of an engagement at Eddyville, Tennessee, (October 30.)

Flag-Officer A. H. Foote's report of an engagement at Belmont, Missouri, (November 9.)

Commander W. A. Parker's report of the burning of a vessel at Curritomer creek, and an engagement with the rebels, (November 9.)

Lieutenant T. S. Phelps's report of an engagement with a rebel steamer at Hatteras inlet, (November 14.)

Flag-Officer S. F. Du Pont's report of expedition to Port Royal, (November 6.)

Flag-Officer Du Pont's report of surrender of Forts Beauregard and Walker.

Flag-Officer Du Pont's general order.

List of killed and wounded.

Flag-Officer Du Pont's detailed report.

Lieutenant C. R. P. Rodgers's report.

Lieutenant Barnes's report of ordnance in Fort Walker.

Lieutenant Rodgers's report concerning visit to Forts Walker and Beauregard.

Lieutenant Barnes's report of ordnance in Fort Beauregard.

Lieutenant Barnes's report of engagement on the 7th.

Captain J. L. Lardner's report.

• Commander S. W. Gordon's report.

Captain J. P. Gillis's report.

Commander P. Drayton's report.

Commander Charles Steadman's report.

Lieutenant N. Collins's report.

Lieutenant D. Ammen's report

Lieutenant R. H. Wyman's reports.

Lieutenant T. H. Stevens's report.

Lieutenant J. P. Bankhead's report.

Lieutenant J. W. Nicholson's report.

Lieutenant Henry S. Newcomb's report.

Acting Lieutenant Thomas A. Budd's report.

Acting Lieutenant P. G. Watmough's report.

Lieutenant D. Ammen's report of expedition up Beaufort river.

Lieutenant Sproston's report of expedition to Beaufort

Flag-Officer Du Pont's letter concerning condition of Beaufort.

Lieutenant Collins's report concerning condition of Beaufort.

Acting Lieutenant P. G. Watmough's detailed report.

Congratulatory letter of Secretary of the Navy.

Flag-Officer Du Pont's report concerning Maine battalion, (November 15.)

Major J. G. Reynolds's report.

Flag-Officer Du Pont's report of the taking of Tybee island, Georgia, (November 25.)

Acting Volunteer Lieutenant Rogers's report of the capture of the privateer schooner Beauregard, (November 13.)

Captain Charles Wilkes's report of the capture of Messrs. Slidell and Mason, and their suite, (November 15.)

Order to Lieutenant Fairfax.

Order to officers to make reports.

Lieutenant D. M. Fairfax's report.

Lieutenant James A. Grier's report.

Assistant Engineer J. B. Houston's report.

Assistant Engineer Geo. W. Hall's report.

Paymaster's Clerk Robert G. Simpson's report.

Master's Mate Chas. B. Dahlgren's report.

Boatswain H. P. Graces's report.

Extract from log-book of San Jacinto.

Statement of Messrs. Slidell, Mason, Eustis, and Macfarland.

Captain Wilkes's reply.

Captain Wilkes's reasons for making the seizure.

Complete list of vessels purchased; name, class, size, price, &c.

List of vessels built or building; name, class, size, cost, &c.

List of vessels purchased for sinking in channels, with tonnage, cost, &c.

Report of purchasing agent in New York, with name of vessels purchased, of whom bought, tonnage, price asked, and price paid.

List of vessels chartered, with price, time of charter, &c.

List of vessels captured, with description, &c.

Report of board on iron-clad vessels.

REPORTS FROM OFFICERS.

Captain H. A. Adams's report of the re-enforcing of Fort Pickens, April 14.

UNITED STATES FRIGATE SABINE,
Off Pensacola, April 14, 1861.

SIR: I have the honor to inform you that immediately on the receipt of your order by Lieutenant Worden, on the 12th instant, I prepared to re-enforce Fort Pickens. It was successfully performed, on the same night, by landing the troops under Captain Vogdes, and the marines of the squadron under Lieutenant Cash. No opposition was made, nor do I believe the movement was known on shore until it was accomplished.

A strong party of officers and seamen were sent to assist in case of resistance, who afterwards returned to their ships. The marines remained in the fort at the request of Captain Vogdes, a copy of which I enclose. The whole expedition was under the charge of Commander Charles H. Poor, assisted by Lieutenant Smith, of the Brooklyn, Lieutenants Lewis and Newman, of the Sabine, and Lieutenant Belknap, of the St. Louis; and it is highly creditable to these officers that this service was performed without accident or disorder under unfavorable circumstances. The Brooklyn, Captain Walker, and the Wyandotte, Lieutenant Commanding Mullany, were very skilfully managed. They carried the landing party to the designated spot with accuracy, in spite of the darkness of the night, and not having the light-house to guide them, the light having been extinguished early in the evening.

Very respectfully, your obedient servant,

H. A. ADAMS,
Captain, Senior Officer present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Captain J. H. Ward's report of an action at Acquia creek, May 31.

UNITED STATES STEAMER THOMAS FREEBORN,
Off Acquia creek, Potomac river, May 31, 1861.

SIR: My immediate commanding officer, Flag-Officer Stringham, not being present to receive it, I communicate directly to the department the report of a serious cannonade made by this vessel, supported by the Anacostia and Resolute steamers, upon the batteries at Acquia creek this morning.

After an incessant discharge kept up for two hours by our 32-pounders, and the expenditure of all the ammunition suitable for distant firing, and silencing completely the three batteries at the railroad terminus, the firing having been rapidly kept up by them until so silenced, and having been recommenced from the new batteries on the heights back, which reached us in volleys, dropping the shot on board and about us like hail for nearly an hour, but fortunately wounding but one man, I hauled the vessel off, as the heights proved wholly above the reach of our elevation.

Judging from the explosion of our ten-second shells in the sand batteries, two of which were thrown by the Anacostia, it is hardly possible the enemy can

have escaped considerable loss. Several others of the Anacostia's shells dropped in the vicinity of the battery.

I cannot speak in too high terms of the officers and men whose coolness and activity under great exposure are beyond praise. As the former are all acting, having volunteered from civil life, none but myself being of the regular navy, I beg leave to ask for them a favorable consideration by the government.

The long 32-pounder in use is of the old patern, cast in 1819, and cannot be excelled in precision.

Both the guns are on carriages of the new construction devised by myself, and answered admirably, working with such ease that the crews came out of action wholly unfatigued. To the extreme sweep of 140 degrees which these carriages have, together with their ease and rapidity of movement, enabling the vessel to constantly change position, yet keep up an active fire which impaired the enemy's range and direction, the firing always with rifled cannon, is to be materially attributed our escape without loss of life, or damage to the vessel or machinery. The men say they are as fresh from fatigue as when they entered action.

We cannonaded an hour before the same batteries day before yesterday, but the tide being out, neither party reached with any considerably certainty.

I doubt if it is possible to reduce the batteries, now established on the heights, from ships, nor is it at all important, considering that they are remote from the ship channel of the river, and command only the railroad terminus.

Yesterday I landed in person, with Acting Master Budd and Master's Mate Lee, and a small party of seamen, and made a most minute exploration, extending over the whole of Matthias Point. I am therefore able to speak with ocular certainty, and to say that not a sign of a movement, the cutting of a sapling, driving a stake, or casting a shovelfull of earth towards the erection of a battery exists. The jungle is very thick, but we penetrated a belt of it 300 yards wide from the shore, and three miles in length, assuring ourselves of the facts as stated in this report. * * * * *

I have the honor to be, sir, your obedient servant,

J. H. WARD,

Commander U. S. Navy, Commanding Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Captain J. H. Ward's report of second day's action at Acquia creek, June 1.

FLOTILLA STEAMER FREEBORN,

Potomac river, June 1, 1861.

SIR: I have the honor to report a renewal of the bombardment at Acquia creek, commencing at 11.30 a. m. this day, and terminating, from fatigue of the men, the day being very warm and the firing on our side incessant, at 4.30 p. m., making a duration of five hours.

The firing on shore was scarcely as spirited at any time as yesterday. The heights were abandoned, the guns having been transferred apparently to the earthworks at the railroad terminus, in replacement of the battery silenced there by us yesterday.

During the last hour of the engagement only two or three shots were thrown from the shore by a few individuals, seen stealthily now and then to emerge from concealment, and hastily load and fire a single gun. The bulk of the party had left a half hour before, and squads were seen from time to time taking to their heels, along the beach, with a speed and bottom truly commendable for its prudence, and highly amusing to the seamen. It did not seem advisable to

permit so feeble a fire to wear out my men, therefore discontinued the engagement.

Several shots came on board of us, causing the vessel to leak badly, and, besides other injuries, crippling the port-wheel, the wrought iron shaft being gouged by a shot which would have shattered it if of cast iron—a point considered by me in selecting this vessel for purchase.

Fortunately I have again neither killed nor wounded, though the shot at times fell thick about us, testing the gallantry and steadiness of my people, which I consider of standard proof for any emergency.

I proceed to Washington to repair damages and refill my exhausted magazines. The Pawnee remains below in the meantime to supply my place in the blockade. Captain Rowan, of that ship, joined me last night, replenishing my exhausted stores, and most gallantly opened the fire this morning, having followed my lead in shore towards the batteries. His ship received numerous wounds, both below and aloft, inflicted by the enemy's shot, appearing, from her size, therefore, most easily hit, to be their favorite mark, and was herself often a sheet of flame, owing to the rapidity of her discharges. I have instructed Captain Rowan to report circumstances direct to the department.

The enemy set fire to the large passenger and freight depot on the end of the long pier as we were approaching, probably to remove it as an obstruction to their aim, but were not permitted to extinguish the flames during the whole five hours' cannonade; consequently nearly the whole pier was destroyed, only the charred piles remaining above the water to mark its former position.

My gun-carriage endures its continued test admirably. The pivoting arrangement of the after one gave out in the last hour of the action, when the gun was fought on its trucks, which had neither been removed nor in any manner interfered with in the construction. The recoil, however, became severely racking to the vessel; the gun was served slower and with less accuracy, and with greatly increased awkwardness, as well as fatigue to the men.

Though not assuming to be proper judge of my own invention, it is possible the officers and men, especially the guns' crews, are competent to speak after the severe cannonade in which we have been engaged, amounting altogether, in the two weeks we are commissioned, to ten hours, nine of it under fire returned upon us with more or less vigor and effect.

More than one hundred shots have fallen aboard and around us, any one of which would have struck a frigate. We had more than a thousand shots discharged at us within range, and we have ourselves fired upwards of three hundred shots and shells, with seventeen hundred pounds of powder. What damage we inflicted remains to be seen. That we have received none not easily repaired is truly remarkable.

The Anacostia and Reliance were not permitted to come under damaging fire, their support having been necessary to embolden those engaged by giving them confidence that if disabled in the machinery assistance was at hand to drag them out.

I am, sir, very respectfully, your obedient servant,

J. H. WARD,

Commander, Senior Officer on the Potomac.

Hon. GIDEON WELLES,

Secretary of the Navy.

Commander J. C. Rowan's report of the action at Acquia creek, June 2.

UNITED STATES STEAMER PAWNEE,
Off Acquia creek, Va., June 2, 1861.

SIR: In obedience to an order received on the evening of the 31st ultimo, I proceeded immediately to join Captain Ward.

In passing down the river, I was informed by Lieutenant Wygot, of the steamer *Reliance*, that Captain Ward had gone ten miles below Acquia creek for the night. I continued down the river, passing the creek about 3 o'clock a. m. of the 1st of June. At 6 o'clock I joined Commander Ward. At 9 I stood for Acquia creek, in company with the *Freeborn*, for the purpose of attacking the batteries. We arrived off the creek at 11 o'clock, and at half-past 11 we ran in, the *Freeborn* leading, being of a lighter draught than the *Pawnee*, while this ship kept just outside on her starboard quarter to avoid grounding.

As we ranged up, the enemy set fire to the buildings on the end of the railroad wharf, and then opened his fire, which was promptly returned by us.

Finding my 15" shell fell short, with all the elevation the ports admitted of, I ranged ahead of the *Freeborn*, and edged in as near as I could, feeling the way with the lead till I got within range of the forts with the 15" shell, when we opened a heavy fire. I held this position as long as possible, when the ship fell off against our exertions to keep her steady, and became necessary to round out into the river, and approach a second time on the same tack. Having got the ship nearer than the first position, and as near as was safe, with but two feet of water to spare, and to the northward and westward of the *Freeborn*, we opened a terrible fire from five 9-inch guns. The batteries were twice silenced under the weight of our fire, but resumed again when our fire had ceased. The houses near the fort were destroyed, and the southern end of the bridge set on fire by the shells.

The wind being from the southward, the bridge was destroyed. The enemy's fire was almost exclusively directed at this ship, his rifled shot passing constantly over and around us. This ship was struck nine times during the bombardment, four of the shot in the hull; one of them, passing through the bulwarks, tore up the deck, and was glanced overboard by one of the iron straps. Of the shots that hit the ship above the hull, one passed through the main top-sail yard; another shattered the mizzen masthead and topmast, and another passed through the smoke-stack.

The cool and gallant bearing of the officers and crew excited my warmest admiration. Every man of the divisions performed his duties coolly and promptly and intelligently, showing the ship in a high state of training to attain this end. I have been ably seconded by the divisional officers, Lieutenant Chaplin and Master Blue; but, above all, by my able executive officer, Lieutenant R. B. Lowry, whose fine bearing on the occasion was everything I could wish.

I am happy to inform you that I have no casualties to report. The only scratch was one shot I received on the face from a small splinter.

At 4½ p. m., having expended all my 10" and 15" shell, and the thirty-eight rounds of ammunition for the rifled cannon, and one hundred and fifty-five hollow shot, I hauled off out of range.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Captain John Faunce's report of the action at Pig's Point, June 5.

UNITED STATES STEAMER HARRIET LANE,
Hampton Roads, June 5, 1861.

SIR: In obedience to orders from General Butler to make "a reconnoissance of Pig Point and vicinity," &c., I this morning at 4.50 got underway with my ship from off Newport News, and stood towards Craney island, steaming close in and along the shore. When off Pig's Point I observed, near the beach, a number of men, apparently engaged in transporting guns by means of ox teams and wheel carriages, while others were seen near the embrasures of the battery with the secession flag flying over them. At 8.30 a. m. approached as close to the battery as the flats would allow, a distance of about eighteen hundred yards, and opened fire, which was promptly returned by the rebels from, I judge, seven guns, four of which were either forty-two or thirty-two pounders, and the others appeared to be twenty-four-pound howitzers. Two of the shot took effect on the vessel—one passing through the plank-sheer, forward of the fore rigging, on port side, and out through the starboard bulwarks; the other, through the fore rigging, grazing the foremast. Several of their heavy shot passed over the vessel and struck some distance beyond. The shell from their howitzers all fell short. Thirty rounds of shot and shell were thrown by us, nearly all of which fell short; some few, however, were observed to strike within the embrasures. The rebels fired about fifty shot and shell.

Having accomplished my object of drawing the fire of the enemy, and thereby discovering the strength of their battery, and finding the range of my guns less than theirs, after an engagement of forty-five minutes I drew off out of range.

From the enclosed report of the surgeon you will perceive that five of our men were wounded. It affords me much pleasure to bear testimony to the gallant conduct of the officers and men under my command.

Respectfully submitted.

JOHN FAUNCE, *Captain.*

Flag-Officer G. J. PENDERGRAST,
*Commanding West India Squadron, flag-ship Cumberland,
 Off Fortress Monroe, Virginia.*

Lieutenant E. G. Parrott's report of the capture of privateer Savannah, June 5.

UNITED STATES BRIG PERRY,
At sea, June 5, 1861.

SIR: I have the honor to report that, on the 3d instant, the privateer schooner Savannah, of Charleston, South Carolina, Captain T. H. Baker, commissioned by Jefferson Davis, "president of the Confederate States of America," was captured by this vessel about 60 miles east of Charleston, South Carolina.

The following are the particulars of the capture: She was discovered apparently following a brig, and considering her movements suspicious we gave her chase, and getting nearer discovered that she carried a pivot-gun. We showed our colors, which, some time after, she answered by hoisting a flag for a moment and hauling it down again too soon for us to make it out. We afterwards fired a gun ahead of her, but she showed no colors. At 7.50 p. m., it being quite dark, and the brig, which had been seen near the schooner, out of sight, we were within range, and opened fire on the schooner, which she returned, several of her shots passing over us. At 8.10 she ceased firing, and we lost sight of her for a moment; it proved that she had lowered her sails to show her submission.

Wore around and passed near her without firing, asking if she surrendered, but could not understand her answer; wore again, and on passing her were answered that she had surrendered. A prize crew was sent on board with orders to follow us, and her crew were transferred to this vessel.

She had left Charleston on the 2d instant on her first cruise. We found on board of her the master of the brig Joseph, of Rockland, Maine, which was the vessel seen near her, and which she had captured on the morning of the 3d instant. As the smoke from the guns added to the difficulty of keeping the vessel in view, we fired slowly and expended but a few shot upon her. Two of our shots passed through her sails and one between them and the hull.

The officers and crew seconded with great zeal my efforts to prevent the escape of the privateer. She awaits your orders.

I am, very respectfully, your obedient servant,

E. G. PARROTT,

Lieutenant Commanding.

Flag-Officer SILAS H. STRINGHAM,

United States Steamer Minnesota.

Commander J. C. Rowan's report of the action and death of Commander Ward at Matthias Point, June 27.

UNITED STATES STEAMER PAWNEE,

Potomac river, June 27, 1861.

SIR: About sundown the evening of the 26th instant, while at anchor off Acquia creek, I received an order from Commander Ward (a copy of which is herewith enclosed) to send him two boats armed and equipped, in command of Lieutenant Chaplin. This order was immediately complied with in all its details, and the party left the ship in tow of the Resolute at 9 o'clock a. m. To-day, about noon, the Resolute returned, with a request from Captain Ward that I should send her back if I had no more important service for her. I immediately despatched the Reliance to Captain Ward, knowing the danger to which our people would be exposed if he contemplated a landing at Matthias Point, as I feared was his intention, judging from the nature of the order he gave me, to furnish him with such equipments as were necessary to cut down the trees on the point and burn them.

At 9 o'clock this morning the Freeborn and Reliance came up, having been repulsed by the rebels at Matthias Point, in which Lieutenant Chaplin and his command escaped utter destruction by a miracle.

It becomes my painful duty to announce to the department the death of Commander J. H. Ward, of the Freeborn. He was shot in the abdomen while in the act of sighting his bow gun.

I beg leave to call the attention of the department to the gallantry, coolness, and presence of mind of Lieutenant Chaplin, of the Pawnee, commanding the party on shore. He remained steady and cool amongst a perfect hail of musketry from hundreds of men, while he collected his own people and made good his retreat without leaving the enemy a trophy beyond a few sand-bags and some axes, and, so far as I can ascertain, the muskets of the wounded men. The last man left the shore with him, and, not being able to swim to the boat with his musket, Lieutenant Chaplin took him on his shoulders, musket and all, and safely reached the boat without a scratch, save a musket hole through the top of his cap.

In consequence of the want of ordinary comforts in the Freeborn for wounded

men, I brought the two wounded men belonging to that vessel with those two of this ship, with the remains of the late Commander J. H. Ward, to the navy yard, Washington, where I now await orders.

I must also call the attention of the department to the bravery of John Williams, captain maintop, of the Pawnee, who told his men, while lying off in the boat, that every man must die on his thwart sooner than leave a man behind; and when the flag-staff of his boat was shot away, and the ensign fell, he (although suffering from a gunshot wound in the thigh) seized it in his hand and bravely waved it over his head.

A copy of the surgeon's report of casualties is herewith enclosed. The wounded have been removed to the hospital. I also enclose copies of orders addressed to Lieutenant Lowry.

Lieutenant Chaplin's report of the affair is not yet ready. When it is presented, I shall forward a copy for the information of the department.

I have the honor to be, very respectfully, your obedient servant,
S. C. ROWAN,

Commander and Senior Officer of the Potomac.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAM-SLOOP PAWNEE,

Potomac river, June 27, 1861.

SIR: I have to report the following casualties resulting from the action at Matthias Point this afternoon.

Killed, 1.

1. Commander J. H. Ward, commanding flotilla, gunshot wound of abdomen, almost immediately fatal.

Wounded dangerously, 2.

1. Wm. J. Best, ordinary seaman, belonging to the Pawnee, gunshot wound fracturing both bones of left leg; a second gunshot wound in soft part of right forearm; a third gunshot wound of right hand.

2. Wm. McChenny, landsman, belonging to Thomas Freeborn, gunshot wound of left thigh, fracturing the femur.

Wounded severely, 2.

1. John Williams, captain maintop, of Pawnee, gunshot wound of soft part of right thigh.

2. Geo. McKenny, yeoman, of Thomas Freeborn, gunshot wound of soft part of left thigh.

Respectfully yours,

F. M. GUNNELL,
Surgeon U. S. N.

Commander S. C. ROWAN,

Commanding Flotilla in the Potomac River.

UNITED STATES STEAMER PAWNEE,

Washington, D. C., June 28, 1861.

SIR: In obedience to your orders of the 26th instant, I took charge of the 1st and 3d cutters, with twenty-three men, and went to the Reliance, to be towed to Nanjemoy to report to Captain Ward, of the Freeborn. Not finding her that night, anchored at Nanjemoy, and yesterday morning proceeded to

Matthias Point, and discovered the Freeborn some four or five miles below. I immediately went to her and reported to Captain Ward for service.

The Freeborn then stood up for Matthias Point, and on arriving there threw shot, shell, and grape into the woods near where we were to land. About ten the landing was effected, my party under the charge of Commander Ward, who landed with me. I threw my men out as skirmishers, and, on getting about three hundred yards from the boats, discovered the enemy's pickets, who fired and retreated. My men followed them for a short distance and fired on them. I then discovered the enemy coming towards me over the brow of a hill, and judged there were some four or five hundred men. I went back to Commander Ward and reported, when he ordered me to take to the boats and lay off while he went on board of his vessel and fired into the brush again. After some fifteen minutes firing, I was ordered to land again and throw up a breastwork of sand-bags. I sent out four men as pickets and commenced the work, and at five had nearly completed it, when the signal was made for me to return. I sent everything to the boats, and with seven or eight men covered the bags with limbs, that the enemy might not distinguish it from the dense thicket near, and was about leaving, when the enemy opened on us with muskets at a distance of two hundred and fifty yards, and for some reason the Freeborn did not open on the place with her heavy guns to cover my retreat. I sent all my men in the boats, and stayed until I had counted and found they were all safe. By this time the boats had drifted some distance out, and, rather than bring the men any nearer, swam to the 3d cutter, and pulled off to the Freeborn. My boat was riddled with shot, the flag-staff shot away, and nineteen holes through the flag.

I am sorry to report that two of my men were injured—John Williams, captain maintop, musket ball in thigh; William J. Best, ordinary seaman, wounded in four places—the hand, the arm, the leg, and body.

I cannot speak in too high terms of the gallantry of my men, and particular of John Williams; though wounded, he retained charge of his boat, and when the staff was shot away held the stump in his hand with the flag till we got alongside the Freeborn, where I learned of the injury to Commander Ward, and also to several of his men, Commander Ward not being able to give any orders, and, with the advice of the surgeon, started for the Pawnee for medical aid, where I arrived at 9 last evening.

Very respectfully, your obedient servant,

J. C. CHAPLIN,

Lieutenant United States Navy.

Commander S. C. ROWAN,

United States Navy.

Major John G. Reynolds's report of participation of battalion of marine corps in battle at Bull Run.

MARINE BARRACKS, HEADQUARTERS,
Washington, July 24, 1861.

COLONEL: I have the honor to report the movements and operations of the battalion of marines under my command detailed to co-operate with the army.

The battalion left the barracks at headquarters in time to reach the Virginia end of the Potomac "Long Bridge" at 3 p. m. July 16, and proceeded up the Columbia turnpike until an officer purporting to be assistant adjutant general of Colonel Porter's brigade came up and assigned us position in the line of march, which placed us immediately in the rear of Captain Griffin's battery of flying artillery. This assignment was continued up to the period of the battle at Bull Run

On reaching the field, and for some hours previously, the battery's accelerated march was such as to keep my command, more or less, in double-quick time; consequently the men became fatigued or exhausted in strength. Being obliged at this period to halt in order to afford those in the rear an opportunity of closing up and taking their proper place in the line, the battery was lost to protection from the force under my command. This I stated to Colonel Porter, who was ever present watching the events of the day. The position of the battery was pointed out, and I was directed to afford the necessary support. In taking the position the battalion was exposed to a galling fire. Whilst holding it, General McDowell ordered the battalion to cover or support the 14th New York regiment, which was about to be engaged. The battalion, in consequence, took the position indicated by the general, but was unable to hold it, owing to the heavy fire which was opened upon them. They broke three several times, but as frequently formed and urged back to their position, when finally a general rout took place, in which the marines participated. No effort on the part of their officers could induce them to rally.

I am constrained to call your attention to the fact that, when taking into consideration that the command was composed entirely of recruits, not one being in service over three weeks, and many had hardly learned their facings, the officers likewise being but a short time in the service, their conduct was such as to elicit the highest commendation.

Of the three hundred and fifty officers and enlisted men under my command, there were but two staff officers, two captains, one first lieutenant, and nine non-commissioned officers and two musicians, who were experienced from length of service. The remainder were, of course, raw recruits, which being considered, I am happy to report the good conduct of officers and men. The officers, although but little experienced, were zealous in their efforts to carry out my orders.

In the death of Lieutenant Hitchcock the corps has been deprived of a valuable acquisition. On the field he was ever present and zealous. He sought and won the approbation of his commanding and brother officers.

Enclosed please find a return of the battalion, showing its present strength, with casualties, &c.

The abrupt and hasty retreat from the field of battle presents a deplorable deficiency in both arms and equipments.

The rout being of such a general character, the men of all arms commingled; the only alternative left was to hasten to the ground occupied by the brigade to which we were attached on the morning of the day of the battle. On my way thither I had the good fortune to fall in with General Meigs, whose consternation at the disastrous retreat was pictured upon his countenance. He was of the opinion the army should hasten to Arlington, fearing otherwise the enemy would follow up their successes and cut us off on the road. My men being weary and much exhausted, without blankets and other necessities, I determined to strengthen such as should pass the wagons by hot coffee, and move on to headquarters at Washington city, where their wants could be supplied. But few came up, others continued on the Long Bridge, where, on my arrival, I found some seventy or more, who, at my urgent solicitation, were permitted to accompany me to the barracks.

In assuming the responsibility of the return to headquarters, I trust my course will meet the approbation of authority.

Blankets were thrown aside by my order on entering the field, which, from force of circumstances, we were unable afterwards to recover.

All of which is respectfully submitted.

I am, sir, very respectfully, your obedient servant,

JOHN GEORGE REYNOLDS,

Major, Commanding Battalion of Marines.

Colonel JOHN HARRIS, *Commandant Marine Corps, Headquarters.*

Report of marine battalion, under command of Major John G. Reynolds, in the recent battle before Manassas, July 21, 1861.

	KILLED AND WOUNDED.											Remarks.	
	Major.	Captain.	First lieutenant.	Second lieutenant.	N. C. staff.	First sergeant.	Second sergeant.	Corporals.	Drummers.	Fifer.	Privates.		Aggregate.
Killed	3	2	1	6	2	4	3	8	2	2	320	353	Second Lieut. Hitchcock, Privates Clegg, Harris, Hughes, Lane, Moore, Perkins, Riley, Ward. Corporal Steiner, Privates Stuart, Bowers, Slemmons, Bradford. Brevet Major Zeilin and Lieut. Hale, (in quarters;) Privates Dodge, Etchell, Tiger, Lang, McKinney, McCann, Wheelan, McGuigan, Howell, Rannohan, Cook, Potter. Privates Barrett, Hunt, McChristae, Clark, McCoy, Lewis, Beans, Dempsey, Kressler, Dermott, Otto, Cannon, Stanly, Duncanson, Foley, and Wood. Major Slack, quartermaster, not in action.
Wounded, absent								1			4	5	
Wounded, in hospital	1		1	1							12	14	
Missing											16	16	
Total strength	3	2	1	6	2	4	3	8	2	2	320	353	
Killed, wounded, missing, and sick		1		2				1			40	44	
Present fit for duty	3	1	1	4	2	4	3	7	2	2	280	309	

Second Lieut. Hitchcock, Privates Clegg, Harris, Hughes, Lane, Moore, Perkins, Riley, Ward.
 Corporal Steiner, Privates Stuart, Bowers, Slemmons, Bradford.
 Brevet Major Zeilin and Lieut. Hale, (in quarters;) Privates Dodge, Etchell, Tiger, Lang, McKinney, McCann, Wheelan, McGuigan, Howell, Rannohan, Cook, Potter.
 Privates Barrett, Hunt, McChristae, Clark, McCoy, Lewis, Beans, Dempsey, Kressler, Dermott, Otto, Cannon, Stanly, Duncanson, Foley, and Wood.

Major Slack, quartermaster, not in action.

AUG. L. NICHOLSON, *Adjutant and Inspector.*

JOHN ROBINSON, *Sergeant Major.*

JOHN GEO. REYNOLDS, *Major, Commanding Battalion.*

Approved :

MARINE BARRACKS, Washington, D. C., July 23, 1861.

Flag-Officer Stringham's report of the destruction of ten vessels in Back river, Virginia, July 25.

UNITED STATES STEAMER MINNESOTA,
Hampton Roads, July 25, 1861.

SIR: I have the honor to report to the department that yesterday, in compliance with request from Major General Butler, by Lieutenant Crosby, I furnished him with five launches, all manned and equipped, (three from the Minnesota and two from the Roanoke,) which, with four boats from the fortress, also manned, started about noon on an expedition up Back river. They returned at 2 a. m. this morning, making report that they had destroyed ten vessels, schooners and sloops, by burning, and brought back with them a schooner heavily loaded with corn, provisions, and other articles. * * *

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer, Commanding Blockading Squadron.

HON. GIDEON WELLES,
Secretary of the Navy.

Commander James Alden's report of the bombardment of Galveston, August 10.

UNITED STATES STEAMER SOUTH CAROLINA,
Off Galveston, August 10, 1861.

SIR: I have the honor herewith to submit a report of a short but lively affair which took place on the 3d instant between this ship and two of the batteries located near to and back of the city of Galveston. The city is, as the accompanying sketch will show, entirely at our mercy, but I have never had any intention of troubling them, as I considered my duty was simply to blockade and stop the commerce of the port, as I frankly told their military commandant, Captain (now Colonel) Moore, who called upon me, shortly after our arrival, to inquire into the truth or falsity of a report, to wit: that I had threatened to bombard the town if my duty of blockading was interfered with by them in any way. I told the captain, in reply, that I seldom made threats under any circumstances; that I had not, nor should I upon so momentous a subject as this, presume to think what I should do, believing as I did, as far as the town was concerned, that they would gladly let us alone. But I was disappointed; for on the 3d instant, as one of our tenders was returning from a cruise to the southward, in charge of Mr. Rodney Baxter, acting master, she found herself early in the morning near two of the rebel batteries, which shortly opened their fire upon her, which she returned in the most gallant manner; and, after exchanging a few shots, came and reported the facts to me. The whole affair passed under my own observation, our anchorage being only three miles distant; and while I was made to realize that people could be so insane as to initiate hostilities with us when their town was so completely at our mercy, I was restrained from going in and engaging their batteries on the moment, believing that the whole affair might have been the result of misunderstanding or accident. I therefore waited all day for some explanation or disavowal on the part of the authorities, but none came. On the contrary, steam was gotten up on the General Rusk, a large sea steamer which has been preparing for sea for some time, and other demonstrations satisfied me that, so far from their volunteering any explanations, they were ready for us, and indeed wanted a brush. I therefore, at about 4 o'clock p. m. got under way, and after towing a prize, which we have a little

to seaward, out of the reach of the steamer General Rusk, if she should come out while we were engaged, I stood down towards the batteries. Our moving was the signal for the General Rusk to get under way, and as she approached the bar I turned to give her chase; but she was as quick in that evolution as we were, and ran back with all speed. She attempted it the second time, but after that was content to go in and watch the result, out of harm's way.

Being satisfied that there was no more diversion in that direction, I resumed my original course, and stood towards the batteries; but we were no sooner in range than they opened their fire upon us, when the action became general. After exchanging some dozen or fifteen shots with them, I withdrew, satisfied that throughout the whole affair we were doing more injury to the city or perhaps unoffending citizens than to the batteries or those who sought the collision.

The nearest point that we could get to the shore, our ship drawing twelve feet, was about one mile, where we found thirteen and a half feet of water. Their firing was so extremely bad, considering the large object that this ship, almost entirely light, presents, that not a shot touched us. Ours, I regret to say, so far as the poor Portuguese and other unoffending sufferers go, was more effective. The only information I have from the city on the subject is in a very insulting letter, gotten up in the shape of a protest, remonstrating against my acts of the 3d instant, and signed by all the foreign consuls at Galveston, a copy of which is herewith sent, together with my answer. I should add that some of the crew of our tender had occasion a few days ago to land down the coast in pursuit of fresh provisions, when we were informed that a captain of a company or captain of a gun and others in one of the batteries were killed in the affair of the 3d instant; also that one of our shells went into the middle of the town, but from some cause or other did not burst.

Respectfully, I am your obedient servant,

JAMES ALDEN,
Commander.

Flag-Officer WM. MERVINE,
Commanding Gulf Blockading Squadron.

GALVESTON, *August 5, 1861*

SIR: The undersigned, consuls and vice-consuls at Galveston, consider it their duty to enter their solemn protest against your bombardment of this city on the evening of the 3d instant, without having given any notice so that the women and children might have been removed, and also against your firing a shell in the midst of a large crowd of unarmed citizens, amongst whom were many women and children, causing thereby the death of an unoffending Portuguese, and wounding boys and peacefully disposed persons, as acts of inhumanity, unrecognized in modern warfare, and meriting the condemnation of Christian and civilized nations.

ARTHUR LYNN, *British Consul.*

JAS. FREDERICK,

*Hanoverian and Oldenburg Consul, and in the absence of
J. W. Jackarsh, Acting Consul for Prussia and Hamburg.*

J. C. KUHN,

Swiss Consul, Vice-Consul for Russia.

J. BARKEMIER,

*Deputy Consul for Bremen, Saxony, Belgium, Holland,
and Vice-Consul for Austria.*

F. GONZALES, *Mexican Consul.*

F. H. ZETIL, *Consul for Nassau.*

B. THERON,

French Agent, Consul and Vice-Consul for Spain.

FRED'CK WAGNER,

Consul pro tem. for Electoral Hesse.

To Captain JAMES ALDEN,

Commanding U. S. Steamer South Carolina.

UNITED STATES STEAMER SOUTH CAROLINA,
Blockading Squadron off Galveston, August 6, 1861.

GENTLEMEN: I have just received by the hand of Captain Davis your communication of yesterday's date, in which you enter your "solemn protest against your (my) bombardment of this city on the evening of the 3d instant, without having given any notice, so that the women and children might have been removed," and characterizing my proceedings in that connexion as "acts of inhumanity, unrecognized in modern warfare, and meriting the condemnation of Christian and civilized nations."

My first impulse on reading your extraordinary communication, so full of statements at variance with my own knowledge of the facts, was to return it to you and ask you in all conscience to examine the matter before indorsing such sweeping accusations; but as the facts were all patent, and you might inform yourselves of them if you would, I decided to send you the verbal answer I did, and which may be to some of you quite sufficient; but as it is likely there are others who have signed this extraordinary document who know little or nothing about the matter, and as you all represent countries with which we are at peace and amity, it may perhaps be my duty to state to you the facts of the case. They are simply as follows: Early on the morning of the 3d instant our gunboat found herself near the shore, and shortly afterwards (as the result proved) within range of some of the batteries. The first warning she got was a shot—not a blank cartridge, but a shot—not fired ahead or astern of her, to warn her off, *but straight at her*. She, of course, fired back, some shots were exchanged, when she came and reported the facts to me. This was in the morning. I

waited all day until nearly four in the afternoon, hoping some explanation, some disavowal of the act would be sent off. None came. I then got underway and stood in for the batteries, which, you are aware, are built in the rear of and close to the town, merely to see if they could, while they knew the town must be injured by our return fire, repeat such an act of aggression by commencing upon us. We were no sooner within range of their guns, however, than they opened their fire, when we, after exchanging a few shots with them, retired, preferring that it should appear we were beaten off, rather than continue a contest where (as the result shows) so many unoffending citizens must necessarily suffer. If that act merits the "condemnation of Christian and civilized nations," pray tell me, gentlemen, tell me, what you would have done were you in my place? Again: you protest against my firing a shell into the midst of a "large crowd of unarmed citizens, amongst whom were many women and children." Good God, gentlemen, do you think such an act could have been deliberate or premeditated? Besides, I would ask, was it not the duty of the military commandant, who, by his act in the morning, had invited me to the contest, to see that such were out of the way? Did he not have all day to prepare? It was evident to my mind that they knew we were coming, or why was that demonstration on the steamer General Rusk? In conclusion, let me add that no one can regret the injury done to unoffending individuals more than I do; still I find no complaint of my acts of the 3d instant coming from the military or civil authorities of Galveston; and with due deference to your consideration and humanity, I must respectfully remark that it is the first time that I have ever heard that the women and children or unarmed citizens of one of our towns were under the protection of foreign consuls.

Respectfully,

JAMES ALDEN,

Commander, U. S. N., Commanding.

ARTHUR LYNN, Esq., *British Consul*; J. C. KUHN, Esq., *Swiss Consul*; F. H. ZETIL, Esq., *Consul for Nassau, and others.*

Acting Master William Budd's report of the action at Matthias Point, August 15.

UNITED STATES STEAMER YANKEE,

Off Acquia creek, August 15, 1861.

SIR: This morning at about 11 o'clock I despatched the steamers Resolute and Reliance to make a reconnoissance of Matthias Point. At about 3 p. m. the Resolute, Acting Master Budd, returned to this anchorage, and made this report, which is herewith enclosed.

I have ordered Mr. Budd to proceed with his dead and wounded to the navy yard.

Very respectfully, your obedient servant,

THOS. T. CRAVEN,

Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

UNITED STATES STEAMER RESOLUTE, *August 16, 1861.*

SIR: In obedience to your order, I proceeded down the river to make an examination of Matthias Point and the immediate vicinity. Nothing indicating a hostile movement could be discovered at or about the point. Hearing that a schooner was ashore at Lower Cedar Point, I thought it advisable to go down to her and get her off if possible. A boat was seen on the Virginia shore, a short distance this side of Persimmon Point, and I despatched an officer and five men in a boat to capture her. They had just reached her and were in the act of making fast when a volley of musketry was fired from the adjoining bushes, not more than five or six yards distant, instantly killing three of the boat's crew and wounding another,

I immediately opened fire, throwing shell into the cover that sheltered the enemy. After four or five rounds they were driven out, running in parties of three and four in different directions, some of them running into some dwelling-houses on the right. The survivors of the boat's crew succeeded in getting her off from the shore while I was firing. The *Reliance* coming up at this moment, commenced firing shell at the flying enemy, and also sent a boat to assist in getting my boat off. Nothing was left behind. My boat is completely riddled, particularly in the after part. The attacking party numbered about thirty. Lieutenant Mygatt remained with his vessel in the vicinity until I could report to you.

The following persons were killed and wounded: Killed—John Fuller, master's mate; George Seymour, seaman; Thomas Tully, seaman. Wounded—Ernest Walton, seaman.

The men that escaped state that the boat on shore had two casks in her; we were unable to secure her.

Very respectfully,

WM. BUDD,
Commanding Resolute.

Captain CRAVEN,
Commanding Potomac Flotilla.

Flag-Officer Silas H. Stringham's report of action at Hatteras inlet, August 30.

OFF HATTERAS INLET,
United States Flag-Ship Minnesota, August 30, 1861.

SIR: I have the honor to inform you that we have been eminently successful in our expedition. All that could be wished by the most hopeful has been accomplished.

This morning we are taking on board the *Minnesota* officers and men, six hundred and fifteen, captured with the forts at Hatteras inlet, which surrendered yesterday after bombardment from the fleet of parts of two days.

I shall forward a full account immediately on my arrival at New York, whither I have concluded to land them, as requested in your communication in reference to prisoners coming into possession of the navy. After landing them I shall return to Hampton Roads.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 134.]

OFF HATTERAS INLET,
United States Ship Minnesota, August 30, 1861.

SIR: I have the honor to enclose the articles of capitulation agreed upon at the surrender of the forts at the inlet of Hatteras, North Carolina.

If the department have any orders, I should be pleased to receive them at New York.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer Atlantic Blockading Squadron.

Hon. G. WELLES,
Secretary of the Navy.

OFF HATTERAS INLET,
United States Flag-Ship Minnesota, August 29, A. D. 1861.

Articles of capitulation between Flag-Officers Stringham, commanding the "Atlantic Blockading Squadron," and Benjamin F. Butler, United States army, commanding on behalf of the United States government, and Samuel Barron, commanding the naval force for the defence of North Carolina and Virginia, and Colonel Martin, commanding the forces, and Major Andrews, commanding the same forces, at Fort Hatteras.

It is stipulated and agreed between the contracting parties that the forces under the command of the said Barron, Martin, and Andrews, and all munitions of war, arms, men, and property, under the command of said Barron, Martin, and Andrews, be unconditionally surrendered to the government of the United States in terms of full capitulation.

And it is stipulated and agreed by the contracting parties on the part of the United States government that the officers and men shall receive the treatment due to prisoners of war.

In witness whereof, we, the said Stringham and Butler, on behalf of the United States, and the said Barron, Martin, and Andrews, representing the forces at Hatteras inlet, hereunto interchangeably set our hands this twenty-ninth day of August, A. D. 1861, and of the independence of the United States the eighty-fifth year.

S. H. STRINGHAM,
Flag-Officer Atlantic Blockading Squadron.
 BENJ. F. RUTLER,

Major General United States Army, commanding.
 S. BARRON,

Flag-Officer Confederate States Navy,
Commanding Naval Defences South and North Carolina.
 WM. F. MARTIN,

Colonel 7th Regiment Infantry North Carolina Volunteers.
 W. S. G. ANDREWS,
Major, commanding Forts Hatteras and Clark.

No. 135.]

UNITED STATES FLAG-SHIP MINNESOTA,

New York Harbor, September 2, 1861.

SIR: I have the honor to inform the department that I left Hampton Roads August 26, 1861, the earliest moment the weather would permit, with the flag-ship Minnesota, Captain G. I. Van Brunt, having in company the United States steamers Wabash, Captain Samuel Mercer; Monticello, Commander John P. Gillis; Pawnee, Commander S. C. Rowan; Harriet Lane, Captain John Faunce; United States chartered steamers Adelaide, Commander Henry S. Stellwagen; George Peabody, Lieutenant R. R. Lowry; and tug Fanny, Lieutenant Pierce Crosby, all of United States navy; the transports Adelaide and George Peabody towing schooners with surf boats on them, and the Monticello and Pawnee surf boats only.

Major General Butler took passage in this ship, the transports having parts of two regiments and one company of regulars under the command of Colonels Max Weber and ——— Hawkins, and Captain Larnard, U. S. A.

At — p. m. passed Cape Henry, and discharged pilot. Light airs from southward and eastward with a ground swell.

Tuesday, 27th, light airs from the southward and eastward with a heavy ground swell. At 9.30 a. m., Cape Hatteras light in sight, rounded the shoals off Hatteras, and at 5 p. m. anchored at the southward of the cape, the squadron in company. Hoisted out the surf boats, and made preparations for landing troops in the morning.

Wednesday, 28th, southerly winds, heavy surf rolling on the beach. Calling the men at 4 a. m., gave them an early breakfast. Put 12-pound rifle gun and 12-pound howitzer in one of the surf boats, and sent it to the Adelaide.

Major General Butler and the marines of the Minnesota, the latter under command of Captain Wm. L. Shuttleworth, United States marine corps, are sent to the Harriet Lane. At 6.40 a. m. made signal to "disembark troops," and order Pawnee, Monticello, and Harriet Lane to cover and assist in landing them. At 8.45 the Wabash, with the Cumberland, Captain John Mouston in tow, led in towards Fort Clark, the Minnesota following. At the same time the Monticello, Pawnee, Harriet Lane, and the transports stood in towards a wreck about two miles east of the fort, and commenced landing the troops at 11.30. At 10 o'clock the Wabash and Cumberland opened fire on Fort Clark. The fire was returned by the fort. At 10.10 the Minnesota passed inside the Wabash and Cumberland and opened fire. These vessels continued passing and repassing the fort until it was abandoned by the enemy. The fire was returned by the fort, the shot falling short or passing over the ships.

At 10 o'clock the Susquehanna, Captain I. Chauncey, made her number, and was directed to engage the battery.

At 12.25 p. m. flags down on Forts Clark and Hatteras, the first apparently abandoned by the enemy, who were running towards Fort Hatteras, and leaving the shore in boats.

At 12.30 p. m. made signal to "cease firing."

At 1.10 p. m. our troops moving up the beach.

At 2 p. m. American flag displayed from Fort Clark by our pickets who were in possession.

At 4 o'clock Monticello, Captain Gillis, was ordered to feel his way into the inlet, and take possession, but he had advanced only a short distance when fire was opened upon him from Fort Hatteras, towards which a tug steamer towing a schooner filled with troops was seen coming from the southward for its relief.

General signal, "engage batteries," was immediately made. The Minnesota, Susquehanna, and Pawnee opened fire at once, the Wabash having towed the Cumberland into the offing.

The Monticello, from her advanced position, was much exposed, and was struck several times, but finally hauled off without serious damage.

At 6.15 signal to "cease firing" was made, and the squadron hauled off for the night, with exception of Monticello, Pawnee, and Harriet Lane, they being ordered to go in shore and protect the troops during the night. Wind from south, and weather looking squally.

Thursday, 29th, southwest winds and pleasant weather; sea more moderate.

At 5.30 a. m. made general signal, "prepare to engage batteries and follow my motions;" weighed anchor and stood in shore; discovered the main body of our troops near where they landed.

At 7.15 instructed commanders of Monticello and Pawnee to attend to troops on the beach, and embark them if they wished to come off; if they did not, to provision them.

At 7.30 made general signal, "attack batteries, but be careful not to fire near the battery in our possession."

At 8 a. m., Susquehanna leading, opened fire on Fort Hatteras, the Wabash following; Minnesota, passing inside of the Wabash, anchored between her and the Susquehanna, and opened fire at 8.15. At 9 the Cumberland came in under sail, handled handsomely and anchored in excellent position on the star-board bow of the Minnesota, and commenced firing with effect.

Observing our shot to fall short some, made signal, "cease firing;" "use 15 fuses only, with 10-inch guns."

At 9.35 recommenced firing, our shot now falling in and around the battery with great effect.

At 9.45 the Harriet Lane came up and joined in the fire with rifled guns.

At 11.10 a. m. a white flag was displayed from the fort; made signal, "cease firing."

The enemy returned our fire throughout the engagement, but with no effect, their shot falling short.

Almost at the commencement of the engagement they hauled down their colors, and showed none until the white flag was displayed.

When the flag was hauled down it was thought by many they had surrendered; but as the same thing had been done yesterday, and they afterwards fired on the Monticello, no attention was paid to it; they soon recommenced firing, and continued so to do until they surrendered, without, as I have stated above, any colors flying.

Upon the appearance of the white flag our troops marched towards the fort, and, as if by preconcerted signal, but without any order or request, the officers and crews of the squadron gave three hearty cheers for our success.

At 11.30 Major General Butler, in the tug Fanny, went into the inlet to the rear of the forts to take possession.

Three steamers and several schooners with troops on board were in the sound watching the engagement; they all left as the Fanny approached. She fired at them with her rifled piece.

I directed the Harriet Lane to go in the inlet, giving her my best pilot. She grounded, but soon got off.

The chartered steamers, with the remaining troops on board, went into the inlet. The Harriet Lane, in following these steamers, grounded a second time, and had been unable, at the time of my departure from the inlet, (3 p. m. of the 30th,) to get off. The weather being fine and sea smooth, and having the assistance of the Susquehanna, Monticello, and Pawnee, under my directions to render every aid, I am in hopes that she has, ere this, succeeded in getting afloat again.

In this connexion I may very appropriately apprise the department and congratulate myself that I have no accident to record to a single officer or man of the navy, army, or marines.

At about 2.30 p. m. of the 29th Major General Butler came to this ship, bringing with him three senior officers, viz: Samuel Barron, flag-officer Confederate States navy, commanding naval defences of Virginia and North Carolina; William F. Martin, colonel of 7th regiment of infantry of North Carolina volunteers; W. S. G. Andrews, major commanding Forts Hatteras and Clark, informing me the enemy had surrendered under the stipulations contained in the original agreement between myself and Major General Butler on behalf of the United States government and the officers above named on the part of the enemy; which agreement I had the honor of enclosing with my despatch, No. 134, under date of August 30, off Hatteras inlet.

I have the honor to enclose a copy of report of Commander J. P. Gillis, of the Monticello, and I here take the opportunity of mentioning with great pleasure the name of Com. A. Ludlow Case, my fleet captain, for very prompt and efficient services during the time we have been occupied in the expedition so successfully terminated.

In conclusion, I beg leave to state to the department and to my government that I have naught but praise to accord to officers, seamen and marines, and officers and soldiers of the army who were present, for gallantry and cheerful devotion to duty and to their government, the United States of America, which they all cheerfully and heartily serve.

That it may be perpetual is their wish, and the wish of

Respectfully, your obedient servant,

S. H. STRINGHAM,

Flag-Officer, Atlantic Blockading Squadron.

Hon. GIDEON WELLS,

Secretary of the Navy.

UNITED STATES STEAMER MONTICELLO,

Off Hatteras inlet, August 30, 1861.

SIR: In feeling our way through the entrance, endeavoring to reach with this vessel the harbor, we grounded frequently, touching the bow and stern; finding the water shoaling, and being attacked briskly by the battery on shore, of fourteen guns, having no room to work ship and likely to get hard aground, we returned the fire and opened rapidly on the fort, officers and men doing their duty with courage and coolness. We succeeded in turning and getting the vessel into deeper water as the battery on shore ceased firing.

The following is a memorandum of damage received from the confederate battery.

One shot amidships on the port side, which has probably lodged in a knee, as we can see no evidence inside. Another shot amidships, on the port side, carried away boat's davit, and drove the fragments through the armory, pantry and galley; another shot cut away a part of the topsail yard and sail; another shot in the starboard bow at water line; this shot is lodged in a knee in the shell locker forward. One shot amidships, on starboard side, passed through the berth deck, through paint locker, across fire-room, and lodged in the port coal bunker, after ripping up the deck; the whale boat's bottom shot away and gig injured.

I hasten to give you, sir, this account of repairs necessary; having been almost constantly employed, have not made out any formal report. We expended between ninety and one hundred shell and three shrapnell.

Congratulating you, sir, on the successful result of the attack on the batteries of the confederates, and the good cause in which we are engaged, I will conclude with: The Union now, the Union ever and ever.

Very respectfully, your obedient servant,

JOHN P. GILLIS,
Commander, United States Navy.

Flag-Officer S. H. STRINGHAM, U. S. N.,
Commanding Blockading Squadron off Hatteras Inlet, N. C.

UNITED STATES CHARTERED STEAMER ADELAIDE,
August 31, 1861.

SIR: I have to report that the expedition to Cape Hatteras inlet has resulted in a signal victory over the rebels; the capture of two forts, 25 cannon, 1,000 stands of arms, 715 prisoners, amongst whom are Captain Samuel Barron, Lieutenant Sharp, and Dr. Wyatt M. Brown, all late of the United States navy; and Major Andrews and other officers, late of the United States army. The amount of loss on their side is not exactly known; five are ascertained to have been buried, and 11 wounded are on board this vessel. Many were carried away, Lieutenant Mindaugh, late of the United States navy, among the number, with the loss of an arm. We met with no casualty of any consequence whatever. The surrender was unconditional. For full particulars I beg to refer to the reports of Flag-Officer Silas H. Stringham and Major General B. F. Butler.

Although the Adelaide and G. Peabody were chartered for other especial service, yet to further important operations, I consented to take the troops on board from Newport News and Fortress Monroe—900 men with arms, provisions, and munitions of war—and landed part of them, about 300, amidst a heavy surf, until the boats filled and became unmanageable. The men-of-war hauled in and commenced a heavy cannonade at 10.15 a. m., on the 28th, and kept it up with intervals all day, recommencing on the 29th at 8.15, with increased effect. The enemy's reinforcements endeavoring to land 1,000 or 1,500 men, were driven back, and at 11.30 they displayed a flag of truce, but were forced to surrender at discretion.

On the appearance of the white flag I steamed into the inlet and laid behind the fort ready to throw the remaining troops ashore, either in case of recommencement or cessation of hostilities. The George Peabody, Lieutenant Lowry, did the same.

At the surrender we officiated in the ceremonies; after which the prisoners were brought to this vessel, and next day, the 30th instant, placed them on board the Minnesota, which vessel sailed at 2.30 p. m. for New York, and we left for Annapolis with Major General Butler, United States army, and the wounded prisoners.

I hope my endeavors in the case may meet your full approbation, and beg to recommend to your consideration the conduct of Lieutenant Commanding R. B. Lowry, associated with me on this work, and placed in charge of the George Peabody; of Dr. William H. King, United States navy, who volunteered for the expedition. I have also received valuable assistance from my corps of pilots, and from Dr. T. C. Stellwagen and James Forsyth, who acted in the place of junior officers.

I am, very respectfully, your obedient servant,

H. S. STELLWAGEN,
Commander.

UNITED STATES CHARTERED STEAMER ADELAIDE,
August 31, 1861.

SIR: In obedience to your order, I have the honor herewith to furnish you a complete list of the wounded prisoners taken at the surrender of Fort Hatteras.

The whole number is thirteen, and eleven of these were transferred to this steamer by the order of Flag-Officer Silas H. Stringham. The two remaining men were found to be too seriously wounded to permit of being moved, and were consequently left in the fort in the charge of a medical officer. From the information which I have received from a credible source, I have formed the opinion that many of the wounded, and perhaps all the killed, were sent on board the rebel steamers in the sound prior to the capitulation. Only two killed were found, and they were discovered in the out-houses of Fort Clark the day of the evacuation of that work.

I understand from Surgeon Wyatt M. Brown, formerly of the United States navy, and at present holding a commission in the army of the Confederate States, and in charge of the medical department of Forts Hatteras and Clark, that ex-Lieutenant Mindaugh, of the United States navy, was very badly injured; a fragment of shell striking his forearm, and making a compound fracture of both bones. This gentleman escaped from Hatteras prior to the surrender in the privateer Winslow.

1. Willoughby Davis, aged 22, native of North Carolina, "Jonesboro' Guards;" lacerated flesh wound of instep. Not serious.

2. William E. Clark, aged 17, native of North Carolina, "Tar River Boys;" lacerated wound, $1\frac{1}{2}$ inch deep, of external surface of upper part of lower third of right thigh. Doing well.

3. James A. Corey, aged 23, native of North Carolina, "Tar River Boys;" deeply lacerated wound, involving deltoid muscle left shoulder. Quite serious, although the joint is not believed to be implicated.

4. William G. Andrews, "Hamilton Guards;" lacerated wound, implicating tarsus and metatarsus left foot; continuous oozing of blood. *Serious*.

5. Mathias Sawyer, aged 23, native of North Carolina, "North Carolina Defenders;" contused wound of upper part of left breast and neck; expectorating blood. Not much constitutional disturbance.

6. Logan Metts, aged 18, native of North Carolina, "Lenoir Braves;" slight flesh wound of middle third left leg, external surface.

7. Wilson J. Forbes, aged 27, native of North Carolina, "Jonesboro' Guards;" severe lacerated wound, about $2\frac{1}{2}$ inches long and 3 deep, upper part of upper third of thigh, posterior surface.

8. Henry Hines, aged 25, native of North Carolina, "Lenoir Braves;" severely lacerated wound of left nates.

9. Ashley Keele, aged 25, native of North Carolina, "Hamilton Guards;" lacerated wound, left nates.

10. John Wills, aged 18, native of North Carolina, "Tar River Boys;" penetrating wound produced by a fragment of shell, occupying posterior aspect of forearm, about $1\frac{1}{2}$ inch from olecranon process to the outer side. Joint perhaps implicated.

11. McGilbert Rogerson, aged 21, native of North Carolina, "Roanoke Guards;" contusion of right foot. Considerable swelling no fracture.

12. Francis Mooring, aged 51, native of North Carolina, "Lenoir Braves;" right half of os frontis with a portion of anterior lobe of brain, carried away by a piece of shell. Extensive "hernia cerebri." *Mortal*.

13. John Mooring, aged 18, native of North Carolina, "Tar River Boys;" compound comminuted complicated fracture of left arm; compound fracture of left thigh. *Mortal*.

The above-named men were placed under my care, after the surrender of Fort Hatteras, on the afternoon of the 29th instant. The injuries were caused by fragments of shells during the bombardment of the fort, which not only lacerated, but in many, if not all, the cases burned the soft parts.

I am, very respectfully, your obedient servant,

WILLIAM M. KING,
Assistant Surgeon.

Commander HENRY S. STELLWAGEN, U. S. N.,
Commanding steamer Adelaide, on special service.

UNITED STATES STEAMER MONTICELLO,
Off Hatteras Inlet, N. C., August 31, 1861.

SIR: I have the honor to report to you that, in obedience to the order of Flag-Officer S. H. Stringham, the transport steamers, with troops on board, were conveyed safely to the position off this inlet indicated by him.

I communicated with the United States ship Cumberland; the Harriet Lane took her in tow. Boarded schooner Equator, from Nassau, with fruit for New York.

On the arrival of the frigates Minnesota and Wabash, (27th,) received further instructions from the flag-officer, and proceeded to carry them out. Stood in and made a reconnoissance of the shore, discovering two forts on north side of Hatteras Inlet, and a suitable place for landing troops on the beach about two and a half miles to the north.

On the 28th received the marines from the Minnesota and Wabash; also a lighter or scow with two howitzers, which we landed, and assisted in landing some of the other troops, about 300 in all, I believe.

The Minnesota, Wabash, and Cumberland took positions and commenced shelling the forts on the point, which promptly returned the fire, and the Harriet Lane, Pawnee, and Monticello covered our troops on shore with their shell. Wind freshening and surf increasing, could not land more troops. Steamed down along the beach, extending our firing to the forts, one of which ceased to fire, and hauled down the confederate flag. We were feeling our way in through the inlet, when signalled to come alongside of flag-ship; received a pilot for the inlet from flag-ship, and proceeded to attempt the passage, no rebel flag flying on shore; entered between the breakers, feeling our way carefully with the lead for the deepest water. The vessel struck heavily frequently. Continued on, in hopes of getting into deeper water, and be enabled to enter the sound; the large fort, of fifteen guns, still showing no colors, and our own troops in possession of the other, of five guns. As we turned the point or spithead, finding so little water that we would be compelled to turn and work the vessel out again, if possible, the large fort opened a brisk fire upon us, which we promptly returned with our pivot gun and port battery, (two 32-pounders abaft,) ship striking often as we backed and filled to turn her head seaward. By keeping the engine in motion we succeeded, with the aid of the swell, in getting out of the inlet, firing five-second shell rapidly and with precision at the battery. We were about fifteen minutes in this "*tight place*," during which time we fired thirty shell. The fort fired slow as we came out, and did not return our last three shot, owing, no doubt, to the promptness with which the flag-officer and the other vessels opened upon them for our relief.

We were struck by eight-inch shot and shell: once amidships, on port side, shot lodged in knee; another amidships, on port side, which carried away boat-davit, and drove the fragments of shell and davit through the armory, pantry, and galley; another shot carried away part of fore-topsail yard and sail on the

port yard arm; another on the starboard bow. This shot lodged in the knee, at forward end of shell-locker. Another shot amidships, on the starboard side, passed through, across berth-deck, paint-locker, and bulkhead, across fire room, and lodged in the port coal-bunker, ripping up the deck in the gangway over it; whale boat's bottom shot away and gig injured. Received carpenters from flag-ship to make temporary repairs, plug shot holes, &c., and stood in towards the batteries, firing several guns.

Expended the following ammunition:

17 five-second 10-inch shell.	9 five-second 32-pound shell.
18 ten-second 10-inch shell.	20 ten-second 32-pound shell.
11 fifteen-second 10-inch shell.	11 fifteen second 32-pound shell.
46 ten-inch shell.	40 32-pound shell.
	46
	86
Shrapnell.....	3
Total.....	89

Powder.—46 ten-pound charges, 28 six-pound charges, 15 four-pound charges; total, 89 charges.

We have since learned that the pilot took us in the wrong channel or passage.

29th.—Went in to endeavor to get off the surf-boats from the beach; got one, and delivered her to steamer Adelaide; sent provisions to the troops on shore.

The Minnesota, Wabash, and Susquehanna opened fire on the large fort; the Cumberland came in, anchored, and opened fire.

Fort showed a white flag. Steamer Fanny went in; also the Adelaide and Peabody, with remainder of troops. Four American flags flying on the large fort, which fired a salute of fourteen guns.

Went to the assistance of the Harriet Lane, aground in the inlet; took men off the hulks.

30th.—Picked up a large boat adrift to northward and eastward; delivered her to Wabash.

The forts, we learn, mounted twenty-one guns, large calibre.

Six hundred and fifteen prisoners brought off to flag-ship, among them Captain Samuel Barron and Lieutenant Sharp, late of the United States navy. Of the confederates, there were seven killed and twenty-five wounded. Another report gives forty-five as the number killed; that many were sent off in their steamers up the sound on the evening of the 28th.

On board the Monticello there were two wounded slightly. The officers and crew of this vessel acted with courage and coolness, particularly whilst we were under the close and rapid fire of the large fort, and endeavoring to get the vessel in deeper water, she striking hard and frequent.

Allow me to congratulate you, sir, on this important and decidedly naval conquest.

I am, very respectfully, your obedient servant,

JOHN P. GILLIS,
Commander.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

List of officers attached to the United States steamship Monticello.

Commander, John P. Gillis.
 1st lieutenant, Daniel S. Braine.
 Acting master, Edwin V. Gager.
 Acting paymaster, George D. F. Barton.
 Assistant surgeon, Fred. E. Potter.
 Acting master, John F. Winchester.
 Acting chief engineer, George M. Waite.
 1st master's mate, Lewis A. Brown.
 2d master's mate, Richard Hustace.
 3d master's mate, Augustus G. Stibbins.
 Acting 2d engineer, Jonathan Thomas.
 Acting 3d engineer, Columbus L. Griffin.

To Lieutenant Braine I am indebted for the previous drilling of the crew and attention to the batteries; to Acting Master Gager for his careful management at the wheel; and to Acting Chief Engineer Waite for his care and promptness in the management of the engine.

Respectfully, your obedient servant,

JOHN P. GILLIS.

No. 136.]

UNITED STATES FLAG-SHIP MINNESOTA,
New York Harbor, September 2, 1861.

SIR: I have the honor to enclose to the department a correct list of the prisoners captured by the navy at Forts Hatteras and Clark on the 29th day of August, A. D. 1861, amounting to a few more than the number I gave in my despatch No. 133.

The three senior officers of the enemy surrendered their swords to me on board the Minnesota. Will the department please inform me what disposition I can make of them?

I am not able to get a correct list of the killed and wounded on the part of the enemy.

I wish in this official manner to renew the opinion which I have heretofore given as to the very great importance to the government of retaining in our possession the forts at Hatteras. This inlet I consider the key to all the ports south of Hatteras, and only second in importance to Fortress Monroe and Hampton Roads.

From all I can learn, it was the intention of the enemy to fortify this point as strongly as possible.

It will be of great service to our fleet in their blockading operations, and most effectually, I trust, put an end to the pirating which has been so successfully carried on there for some time past.

Respectfully, your obedient servant,

S. H. STRINGHAM,
Flag-Officer Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

List of commissioned officers taken at Forts Hatteras and Clark; August 29, 1861.

Samuel Barron, commander C. S. navy.
James A. L. Bradford, colonel of ordnance and engineers C. S. army.
William F. Martin, colonel 7th North Carolina volunteers.
George W. Johnson, lieutenant colonel North Carolina volunteers.
H. A. Gilliam, major North Carolina volunteers.
W. S. G. Andrews, major of artillery North Carolina State troops.
John W. Poole, adjutant 7th North Carolina volunteers.
L. J. Johnson, captain North Carolina volunteers.
William Sharp, lieutenant C. S. navy.
James T. Lassell, first lieutenant 7th North Carolina volunteers.
James G. Carsang, ordnance sergeant.
Thomas H. Allen, lieutenant of ordnance and engineer.
William E. Poole, assistant surgeon.
J. T. P. C. Cahoon, captain 7th North Carolina volunteers.
John C. Lamb, captain 7th North Carolina volunteers.
L. L. Clements, captain 7th North Carolina volunteers.
Thomas H. Sharp, captain 7th North Carolina volunteers.
Thomas Sparrow, captain 2d North Carolina State troops.
G. G. Luke, captain volunteers.
W. A. Duke, captain volunteers.
W. Sutton, captain volunteers.
George W. Grimes, first lieutenant 7th North Carolina volunteers.
Kader Abrams, first lieutenant 7th North Carolina volunteers.
William Shaw, first lieutenant 2d North Carolina State troops.
J. C. Shannon, first lieutenant volunteers.
A. E. Bell, first lieutenant volunteers.
James W. Kinsey, first lieutenant volunteers.
J. W. Hory, second lieutenant 7th North Carolina volunteers.
M. W. Fatherby, second lieutenant 7th North Carolina volunteers.
William Biggs, second lieutenant 7th North Carolina volunteers.
Thomas J. Norman, second lieutenant 7th North Carolina volunteers.
Stewart L. Johnson, second lieutenant 7th North Carolina volunteers.
M. T. Moye, second lieutenant 7th North Carolina volunteers.
G. W. Daniel, second lieutenant 7th North Carolina volunteers.
James A. Whiteley, second lieutenant 7th North Carolina volunteers.
W. B. Wise, second lieutenant 7th North Carolina volunteers.
J. G. Moore, second lieutenant 7th North Carolina volunteers.
James J. Whitehurst, second lieutenant 2d North Carolina State troops.
Anthony J. Thomas, second lieutenant 2d North Carolina State troops.
N. H. Hughes, second lieutenant volunteers.
C. G. Lamb, second lieutenant volunteers.
N. Taylor, second lieutenant volunteers.
A. W. Ezzell, second lieutenant volunteers.
James S. Whitehead, first lieutenant volunteers.
Thomas B. Griffin, third lieutenant 7th North Carolina volunteers.
G. T. Moore, company commissary.
And 624 privates, (names omitted.)

NAVY DEPARTMENT, *September 2, 1861.*

SIR: The department congratulates you and those of your command, and also the officers and soldiers of the army who co-operated with you on the reduction of Forts Hatteras and Clark, and the capture of the forces employed in their defence.

The successful result, thus far, of an expedition projected with great care, and the occupation of the position commanding the most important inlet on the coast of North Carolina will be attended with consequences that can scarcely be over-estimated.

This brilliant achievement, accomplished without the loss of a man on your part, or injury to any one in the federal service, has carried joy and gladness to the bosom of every friend of the Union.

It is, I trust, but the beginning of results that will soon eventuate in suppressing the insurrection, and confirming more strongly than ever the integrity of the Union.

Convey to the officers and men of the respective vessels under your command the thanks of the department for their gallant conduct, and the assurance that is thus afforded that, in the great emergency now upon us, the country may rely, as of old, upon the vigor, the courage, and the enthusiasm of its brave officers and sailors.

I am, respectfully, your obedient servant,

GIDEON WELLES.

Flag-Officer S. H. STRINGHAM,

Commanding Atlantic Blockading Squadron.

Lieutenant S. L. Phelps's report of an engagement at Norfolk, Missouri, September 10.

UNITED STATES GUNBOAT CONESTOGA,

Cairo, Illinois, September 10, 1861.

SIR: I have to inform you that this morning I got under weigh with this vessel, in company with the Lexington, at the request of Colonel Wagner, and proceeded down the river to cover an advance of troops from Norfolk in that direction. After passing considerably below the forces on shore, the Lexington turned back to be more near them. I proceeded further down to examine the head of island No. 2 for a reported battery, but failed to find it. I, however, discovered the enemy in force on the Missouri side, at Lucas's bend, and at once proceeded down and opened fire upon their artillery and cavalry. The enemy had about sixteen pieces of field artillery, and it is believed one heavy piece in battery. Several of their pieces were rifled cannon, and ranged to and beyond this vessel, striking all about her. In a short time Commander Stembel, hearing our guns, came down with the Lexington, and joined in the fight. The rebels moved their batteries from point to point, while we availed ourselves of our motive power to move up stream as the enemy would attempt to move up back from the banks, and bring their several batteries out at different places to fire a few rounds and gallop to some other point.

Their force of cavalry was considerable, and I fired several shells among them with great apparent effect.

The shell and shot of both our vessels were lodged among their batteries. Both the Lexington and this vessel retired out of range for a short time,

about 1 o'clock, hoping to lead the enemy up higher, where our land forces were. Two steamers of the enemy had come up from Columbus—one, the gunboat *Yankee*, which also opened fire upon us, but I found our guns could not reach them where they were below the batteries. At about 2 o'clock I again dropped down with this vessel, determined to try a shot again at the rebel gunboat. The first shot fired must have struck her on the ricochet, as it touched the water close alongside, and she at once started down stream. The *Lexington* again came up, and it is believed succeeded in landing an 8-inch shell in the *Yankee's* wheel-house and side, where it burst. At all events, the vessel appeared to be greatly injured, and went off with but one engine working. She retired under the batteries at Columbus, where the other one had previously gone. Our boats again opened fire upon the enemy's batteries, and before 5 o'clock we had silenced them entirely, driven their force out of reach, and without injury to ourselves. I am satisfied we did great damage to the enemy.

While retiring, this boat was fired upon with musketry by an enemy concealed in a thicket and small out-house, and one man (Nelson Castle, quartermaster) was shot through the arm and in the forehead. I think he will recover, but an operation will be required upon the skull.

I at once opened with canister upon the thicket, and quickly cleared it of the rebels. Some of them were shot by our small arms men.

I cannot speak too highly of the spirit and will of the crew, scarcely one of whom had been under fire before.

I am, respectfully, your obedient servant,

S. L. PHELPS,

Lieutenant United States Navy.

Captain A. H. FOOTE, U. S. N.,

Commanding Naval Forces Western Rivers.

Commander R. N. Stembel's report of same engagement, September 13.

UNITED STATES GUNBOAT LEXINGTON,

Mound City, Illinois, September 13, 1861.

SIR: I have the honor to submit the following report, viz: On Sunday night, the 8th instant, at 11.30, I received an order from General Grant, through his aide-de-camp, Captain Hillyer, to proceed the next morning at daylight down the Mississippi river with this vessel to the town of Norfolk, Missouri, eight miles below Cairo, to afford protection to Colonel Wagner, chief of artillery, who would move in that direction at the same time with a column against the enemy, who were said to be in force at that place.

I did so, and remained in the vicinity of the colonel's camp that day and night, (having in the meantime been joined by the United States gunboat *Conestoga*,) without discovering the enemy, although intelligence of their moving in his direction was received by the colonel, and by him communicated to me.

On the morning of the 9th Colonel Wagner informed me by note that he would advance three miles with his command, and requested me to follow with the gunboats, which I did, dropping down some distance below the troops, where I had a good view down the river, but saw nothing worthy of notice. I then returned, and the *Conestoga* continued dropping down until she arrived at "Lucas's Bend," the point in the river above Columbus, where (Columbus) I had the Sunday previous, when on a reconnoitering expedition with Colonel Wagner, discovered two formidable batteries planted on the bluffs above the town, when she fired her stern gun at a large body of rebel cavalry, drawn up on the banks, as I was subsequently informed by Lieutenant Commanding S. L. Phelps.

I immediately ran down to the Conestoga, and, on my arrival in her vicinity, the batteries in the bend opened upon us; we engaged them, and soon silenced them, one of which, composed of flying rifled artillery, however, merely changed position higher up the river, and opened again. This it did several times, and each time we silenced it, until it finally retreated down the river, and I think embarked on board a steamer which came from the direction of Columbus at the commencement of the engagement, under convoy of what is supposed to be the rebel gunboat Yankee; both boats, flying the rebel colors, kept well in under the batteries on the bluff above the latter place.

The Lexington and Conestoga then ran down the bend, throwing a shell occasionally at the points from which they had been fired upon previously without eliciting a reply, until they reached a point which I estimated to be about $2\frac{1}{2}$ miles distant from the Yankee, I then directed one of the 8-inch guns of the Lexington, charged with a 15'' fused shell, to be trained upon her, giving the gun its greatest possible elevation by removing the quoin, &c., and fired. I had the satisfaction of seeing the shell explode in her starboard wheel-house, careening her smoke-stack, and otherwise crippling her, when both rebel steamers retreated towards Columbus, the batteries on the bluff alone preventing their capture.

The gunboats then returned up the river, and were several times fired upon from the Missouri and once from the Kentucky shore with musketry, shells, and canister. There certainly must have been a large force opposed to us, and from the accurate firing of the gunboats the enemy's loss was undoubtedly very heavy. The only casualty on our part was one man seriously wounded on board the Conestoga by a musket ball from the Missouri shore.

I cannot here close this report without expressing to you my high appreciation of the manner in which the officers and men of both the gunboats deported themselves on this occasion; their conduct was cool and collected, and more like that of veterans than green hands, as most of them are. Lieutenant Commanding Phelps deserves particular notice for his masterly management of the Conestoga, and his effective fire, principally from his stern gun, which confirmed my previously entertained opinion, that the three gunboats now in service on these waters should each, to make them doubly useful, have a stern gun. I have, therefore, in your absence, taken the responsibility of transporting one of the 32-pounders, composing a part of the battery of this vessel, from forward aft, thereby, I think, increasing her efficiency that, I hope, will meet your approbation.

I have the honor to be your obedient servant,

R. N. STEMBEL,

Commanding U. S. Gunboat Lexington.

Commodore A. H. FOOTE, U. S. N.,

Commanding Gunboat Flotilla on Western Waters, Saint Louis, Mo.

Flag-Officer William Mervine's report of the burning of the privateer schooner Judah, September 15.

UNITED STATES SHIP COLORADO,

Off Fort Pickens, September 15, 1861.

SIR: I have the honor to inform you that a boat expedition was fitted out from this ship on the night of the 13th instant, consisting of the first launch, first, second, and third cutters, under the command of Lieutenants Russell, Sprotson, Blake, and Midshipman Steece, respectively, assisted by Captain Reynolds, of the marine corps, Assistant Surgeon Kennedy, Assistant Engineer

White, Gunner Boreton, and Midshipmen Forrest and Higginson. The whole force detailed consisted of about one hundred men, officers, sailors, and marines. The object of the expedition was the destruction of a schooner which lay off the Pensacola navy yard, supposed to be fitting out as a privateer, and the spiking of a gun in battery at the southeast end of the yard. The movements of the schooner had been assiduously watched for several days and nights, and I deemed it so morally certain that she was intended for a privateer that I determined the attempt should be made to destroy her, even in face of the fearful odds which would have to be encountered.

Lieutenant Russell had charge of the expedition, and with Lieutenant Blake was to attack the vessel, while Lieutenant Sprotson and Midshipman Steece spiked the gun.

The attack was made on the morning of the 14th instant at half past three o'clock. The schooner, named the *Judah*, was found moored to the wharf, under the protection of a battery and field-piece, and to be armed with a pivot and two broadside guns. Her crew were on her and prepared to receive our forces, pouring in a volley of musketry as the boats neared the vessel. A desperate resistance was made from the deck of the schooner, but her men were driven off on to the wharf by our boarders, where they rallied and were joined by the guard, and kept up a continued fire upon our men. In the meantime the vessel was set on fire in several places. That which finally consumed her was lighted in the cabin by Assistant Engineer White and a coal heaver, Patrick Driscoll, who went as a volunteer. She burned to the water's edge, and has since, while burning, been set free from her moorings, and has drifted down opposite Fort Barrancas, where she has sunk.

Of the party assigned to attend to the spiking of the gun, only Lieutenant Sprotson and Gunner Boreton were able, after considerable search, to find it, the party becoming separated in the darkness. No opposition being made to their landing, Mr. Steece, with his command, had gone to the aid of those on the schooner, where he performed valuable service.

Very fortunately, only one man was found in charge of the gun, and he immediately levelled his piece at Lieutenant Sprotson, but was shot down by Gunner Boreton before he could obtain certain aim, both pieces exploding simultaneously. The gun, which was found to be a 10-inch columbiad, was immediately spiked, and bringing off its tompion as a trophy, these two officers returned to their boat. The work proposed having thus been well and thoroughly done in the short space of fifteen minutes, and the whole force of the enemy in the yard (reported by deserters to be over one thousand strong) being aroused, our boats pulled away, and rallying at a short distance from the shore, fired six charges of canister from their howitzers into the yard, with what result it is impossible to say. Three of the enemy are known to have been killed, and our officers are confident the number is much larger. The boats then returned to the ship, arriving there about daylight.

But, sir, I am grieved to report that this brilliant affair was not unattended with loss on our side. I have to report as killed by shots from the cross-trees of the schooner, while the boats were approaching, Boatswain's Mate Charles H. Lamphere, and John R. Herring, seaman, and captain of howitzer, (two of the best men in our ship,) and marine John Smith, (the first man to board the schooner, and who behaved most gallantly,) who was, by a sad mistake, having lost his distinguishing mark, killed by one of our own men. We have wounded, probably mortally, seamen R. Clark and E. K. Osborne; severely nine other seamen.

Captain Reynolds received a severe contusion on his shoulder, and Midshipman Higginson had the end of his thumb shot off. Lieutenants Russell and Blake had narrow escapes, the flesh of each being grazed by one or more musket balls.

It is not an easy task to select individual instances of bravery or daring where all behaved so gallantly. The officers unite in giving great credit to the coolness and bravery with which they were supported by the men, and the latter have learned to look with new pride and confidence on the former. The marines especially seem to have sustained the reputation borne by their branch of the service, as they receive encomiums from all sides.

Assistant Surgeon Kennedy rendered valuable assistance in the care of the wounded. Assistant Engineer White brought down from the cross-trees of the schooner a man who had been seen to fire upon the boats, killing him instantly.

I enclose herewith a complete list of all engaged in the affair, with the names of the killed and wounded in each boat.

I have the honor to be, very respectfully, your obedient servant,

WILLIAM MERVINE,

Flag-Officer Commanding Gulf Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

P. S.—By a strange inadvertency, my mind being so much engrossed with the expedition itself, I omitted to give credit to Captain Bailey, of this ship, for maturing the plan and taking charge of fitting out the expedition to the minutest detail. It is to his thoughtfulness that a great portion of its success must be ascribed.

W. M.

UNITED STATES FRIGATE COLORADO,
Off Fort Pickens, Florida, September 15, 1861.

SIR: The following is a list of the men and officers who were injured in the capture and burning of the privateer schooner at the Warrington navy yard yesterday morning, viz:

1. Terrence O. Dowd, marine, born in Boston, gunshot wound through right thigh; severely injured.
2. Edward R. Osborne, ordinary seaman, born in New York, gunshot wounds in back and left arm; will probably prove mortal.
3. Robert Clark, seaman, born in Michigan, gunshot wounds in chest and right knee and thigh, which are also very severe.
4. Sevillan Coburn, marine, born in Massachusetts, gunshot wound in left side; not dangerous.
5. John Hennessy, ordinary seaman, born in Ireland, severe gunshot wound in left leg.
6. Charles Carberry, marine, born in Ireland, severe gunshot wound of the head.
7. Henry Ward, seaman, born in Rhode Island, severe gunshot wound through right cheek to throat.
8. Peter Keating, seaman, born in Boston, gunshot wound through right arm.
9. Stephen V. Austin, ordinary seaman, born in Rhode Island, gunshot wound of right wrist.
10. F. J. Higginson, midshipman, born in Massachusetts, gunshot wound of right thumb.
11. Edward McDonald Reynolds, captain of marines, born in Maine, slight wound on left arm.
12. William Fish, seaman, born in Massachusetts, severe gunshot wound in right thigh.

13. Joseph Wareham, seaman, born in New Jersey, gunshot wound through left arm into shoulder.

Lieutenants J. H. Russell and F. B. Blake were slightly wounded, but were not incapacitated for duty. The former was grazed by a ball on the left arm, the latter by one on the left side.

The following men were killed, viz :

1. John Smith, marine, born in Pennsylvania, killed by a bayonet wound in the abdomen, and he also received one in the chest.

2. John R. Herron, seaman, born in Philadelphia, killed by gunshot wound in right side, left arm, and hip.

3. Charles Lamphere, boatswain's mate, born in Boston, killed by a gunshot wound of heart.

Though the sultriness of the weather is unfavorable to the wounded, they are generally improving, and the health of this ship's crew and others of the squadron is good, so far as I can learn, with the exception of the Richmond's, among whom a case of yellow fever has occurred.

I am, very respectfully, your obedient servant,

G. R. B. HORNER,
Surgeon of the Fleet.

Flag-Officer WILLIAM MERVINE,

Commander-in-chief of Blockading Squadron, Gulf of Mexico.

List of the officers and men composing the night-boat expedition against the Pensacola navy yard from the United States flag-ship Colorado, September 14, 1861.

FIRST LAUNCH.

Lieutenant John H. Russell, commanding expedition; Captain E. McD. Reynolds, commanding marines; Assistant Surgeon S. D. Kennedy; Acting Midshipman F. J. Higginson, wounded; Third Assistant Engineer, George H. White.

Crew.

Charles H. Lamphere, coxswain, killed; John R. Herring, seaman, captain of howitzer, killed; Robert Galbraith, seaman; Henry Sinclair, seaman; John Hennessy, ordinary seaman, wounded; Robert Question; John Blackwell, seaman; John Higgins, landsman; Alfonso Robinson, seaman; George F. McCormick, seaman; Joshua Hickman, ordinary seaman; Stephen O. Austin, ordinary seaman, wounded; Dennis Brassline, ordinary seaman; Peter Caton, seaman, wounded; E. K. Osborne, ordinary seaman, wounded; John Bryan, seaman; George Reynolds, seaman; Horace Dexter, seaman; Daniel Hare, seaman; John H. Miller, seaman; Thomas Dalton, seaman; Joseph Wareham, seaman, wounded; Charles Wilson, ordinary seaman; Patrick Driscoll, coal-heaver; Alfonso Withers, doctor's assistant.

Marines.

Patrick Fitzsimmons, orderly sergeant; John Moore, corporal; Martin Barnum, private; Francis Kelly, private; James Fuller, private; Dennis Sullivan, private; Savillan Coburn, private, wounded; Anthony Baker, private; Michael Ryan, private.

FIRST CUTTER.

John G. Sprotson, lieutenant commanding; James D. Boretton, acting gunner; Michael Cotter, coxswain; H. Dogherity, seaman; R. Churchill, seaman; Peter Collins, seaman; Frank Benson, seaman; Jacob Smith, seaman; Lemuel Collins, seaman; Peter Smith, 2d., seaman; J. B. Aiken, seaman; John H. Lee, ordinary seaman; W. G. H. Ingram, ordinary seaman; James Daily, ordinary seaman; E. B. Gardner, ordinary seaman; Benjamin Butler, ordinary seaman; Henry A. Smith, ordinary seaman; Samuel Houton, landsman.

SECOND CUTTER.

F. B. Blake, lieutenant commanding; Moreau Forrest, acting midshipman; Robert Clark, coxswain, wounded fatally; William Fish, wounded; James McLoy; James Cunningham; John Darer; Richard Griswold; William Jackson; Robert Simpson; William Barrett; William Otho; John Smith; Henry Ward, wounded; Sylvanus Sage; James Smith.

Marines.

James Gallaher, sergeant; George Debbyshire, corporal; Terrence O. Dowd, private, wounded badly; John Smith, private, killed; John Ditto, private; Charles Daily, private; Edward Eagan, private; Augustus Hartman, private; Charles Carberry, private, wounded; Clarence Barton, private.

THIRD CUTTER.

Tecumseh Steece, midshipman commanding; William Shierson, coxswain; F. Langd, seaman; E. W. Randall, seaman; William Rand, seaman; Emille Anderson, seaman; William Lamb, seaman; John Connor, seaman; C. W. Spinney, seaman; Thomas A. Ready, seaman; Finley R. Babcock, ordinary seaman; James Williams, ordinary seaman; Richard Briggs, ordinary seaman; James Mead, ordinary seaman; Michael Davlin, ordinary seaman; Patrick McDermott, coal-heaver; John Cunningham, landsman.

RECAPITULATION.

Number of officers and men in first launch.....	39
Number of officers and men in first cutter	18
Number of officers and men in second cutter.....	26
Number of officers and men in third cutter	17
Total.....	100

	Killed.	Wounded.
First launch.....	2	7
First cutter	0	0
Second cutter	1	5
Third cutter	0	0
Total.....	3	12

Commander J. C. Rowan's report of the destruction of Fort Ocracoke, on Beacon Island, September 18.

UNITED STATES STEAMER PAWNEE,
Hatteras Inlet, September 18, 1861.

SIR: On Saturday, the 14th instant, I gave a pass to one of the people on Hatteras island to go to Ocracoke Inlet for the purpose of bringing his family from Portsmouth. I directed this person to examine the forts on Beacon island and Portsmouth island, and bring me a true report of the condition of things; the number of guns mounted, if any; and the number dismounted; whether any troops were there, and whether the gun-carriages had all been burnt or not, and to report the result to me on his return.

On Sunday morning, the 15th instant, the boat came alongside with the man and his wife and children in a destitute state. We gave them food, and the surgeon prescribed and furnished medicine for the sick of the family.

The man reported that there are twenty guns in Fort Beacon and four eight-inch shell guns at Portsmouth; that the guns were spiked and the carriages burnt on the 1st instant, as already reported to you.

He also stated that a steamer came to Beacon island, before he left Portsmouth, for the purpose of carrying off the guns.

I immediately determined to use all the means at my command to prevent the removal of the guns, and forthwith got the steamer Fanny alongside to prepare her for this service, and had the launch armed and equipped. I sent a request to Colonel Hawkins to give me as many of the naval brigade as could be spared, which he cheerfully complied with. When the Fanny was brought alongside, her iron rudder perch was found so much injured that it would be impossible to send her without repairs, and so the forge was gotten up, and the clink of hammers soon succeeded the voices of the crew in their responses to our usual Sunday morning service.

I despatched the information to Captain Chauncey, in the offing, who promptly informed me that he would send in four boats and all his marines. I sent him word that I would have great pleasure in co-operating with him as senior officer, and would send him the Tempest to tow his boats over Ocracoke bar.

At daylight on Monday morning the Fanny was towed alongside, and her rudder temporarily fitted; the naval brigade were taken on board with four days' provision and water, and the launch similarly provided for.

The expedition being carefully organized and provided with sledge-hammers to break off the trunnions, and 32-pounder shot and twenty 7-pound cartridges to be used in firing one gun against the trunnion of another, left this ship at half-past 7 o'clock. The launch commanded by Lieutenant Eastman, in tow of the Fanny; the expedition under the command of Lieutenant Maxwell, the executive officer of this ship.

I despatched the tug Tempest to Captain Chauncey, she drawing too much water to enter the sound. At 10 o'clock the Susquehanna and tug started for the inlet; on the evening of the same day the tug and Susquehanna returned and anchored off Fort Clark. The tug came the next morning, and the pilot informed me that the force from the Susquehanna did not enter Ocracoke in consequence of the surf.

On the afternoon of the 17th instant I felt much anxiety for our expedition.

The Susquehanna remained at anchor in the offing, and our force was left to take care of itself.

Early this morning the lookout at the masthead gave us the gratifying intelligence that our expedition was in sight, and it reached the ship about 11 o'clock.

Lieutenants Maxwell and Eastman performed the service with ability and energy, and bore my thanks.

The destruction of the fort is complete, and twenty-two guns disabled; these were all the guns that were there, with the exception of two taken off in the steamboat Albermarle on Sunday. The destruction of the guns was with me a necessity. I had no means of transporting them nor of defending them in their position. I therefore hope my course will meet your approval.

I enclose a copy of Lieutenant Maxwell's report, giving all the details of this important service, which was performed without an accident of any kind.

I have the honor to be, very respectfully, your obedient servant,

J. C. ROWAN, *Commander.*

Flag-Officer S. H. STRINGHAM,

Commanding Atlantic Squadron.

UNITED STATES STEAMER PAWNEE,

Hatteras Inlet, September 18, 1861.

SIR: I have to report that in compliance with your orders of the 16th, I started for Ocracoke on that day in the steamer Fanny, towing the Pawnee's launch. Lieutenant Eastman had charge of the latter with twenty-two men and six marines from the ship, and the 12-pound howitzer, and I had on board six men and sixty-one soldiers of the naval brigade, under Lieutenants Tillotson and Rowe.

We arrived within two miles of the fort on Beacon island at 11 a. m., when the Fanny grounded. I sent Lieutenant Eastman in the launch to sound for the channel. While he was so occupied, a sail-boat with two men put off from Portsmouth to cross the sound. A shot from the Fanny brought them alongside, and they piloted us to within an hundred yards of the fort. It is called Fort Ocracoke, and is situated on the seaward face of Beacon island; it was entirely deserted; it is octagonal in shape, contains four shell rooms about twenty-five feet square, and in the centre a large bomb-proof one hundred feet square, with the magazine within it. Directly above the magazine, on each side, were four large tanks containing water.

The fort has been constructed with great care of sand in barrels covered with earth and turf; the inner framing of the bomb-proof was built of heavy pine timber. There were platforms for twenty guns, which had been partially destroyed by fire; the gun-carriages had been all burned. There were eighteen guns in the fort, viz: four 8-inch navy shell guns and fourteen long 32-pounders.

The steamer Albermarle left on Sunday afternoon, carrying off two guns. I found 150 barrels also, many of them filled with water; there being no water in the fort, they had brought it from Washington and Newbern.

I landed the men at half-past one o'clock, and commenced breaking off the trunnions of the guns. While a portion of our men and the naval brigade were so employed, I sent Lieutenant Eastman in the launch to Portsmouth, where he found three 8-inch navy shell guns lying on the beach, and one mounted on a carriage; they had all been spiked. There was no battery erected there, although we were informed that one would have been built but for our coming. There had been a camp at Portsmouth called Camp Washington, but a portion of the troops were sent to Fort Hatteras when it was attacked on August 28, and the remainder retired to the mainland.

Portsmouth, which formerly contained 450 inhabitants, was nearly deserted, but the people are expected to return; those remaining seem to be Union men, and expressed satisfaction at our coming. Lieutenant Eastman assured them that they would not be molested by the government, and that they might return to their usual occupations.

There are no intrenchments nor guns at Ocracoke. The fishermen and pilots

who fled after our attack have generally returned. I tried to destroy the guns by breaking the trunnions off with sledges, and by dropping solid shot upon them from an elevation, with little success. I then fired solid shot from a 64-pounder at them, and in this manner disabled them.

Lieutenant Eastman disabled the guns at Portsmouth by knocking off the cascables and leaving them in the salt water on the beach. After destroying the guns I collected all the lumber, barrels, and wheelbarrows, and placed them in and about the bomb proof, set fire to the pile, and entirely destroyed it. A light-ship, which had been used as a store-ship, and which was run upon the shore some distance from the fort, with the intention of subsequently towing off and arming, I also set fire to.

At half-past six o'clock this morning I started on our return; we met with no detention, and arrived safely with all hands at half-past eleven o'clock,

I am happy to report that the conduct of our men and the naval brigade was excellent. Lieutenant Eastman and Lieutenants Tillotson and Rowe, of the naval brigade, rendered me most efficient assistance.

I am, respectfully, your obedient servant,

JAMES G. MAXWELL,
Lieutenant U. S. N.

Commander S. C. ROWAN,
United States steamer Pawnee.

Commander Melancton Smith's report of affairs at Ship island, September 20.

UNITED STATES STEAMER MASSACHUSETTS,
At Ship Island Passage, September 20, 1861.

SIR: I have to inform you that at 7 o'clock on the evening of the 16th instant the rebels on Ship island fired the barracks and some of the shanties recently erected for the accommodation of the troops, destroyed the light-house by burning the interior and breaking the plate glass of the lantern, and then took steam for the main land.

The destruction of all the works and materials landed for the completion of the fort was evidently contemplated, but the hasty departure of the force was undoubtedly accelerated by a message sent from my rifled cannon and the appearance of the United States sloops Preble and Marion, under way in the distance.

The additions made to the fort display good engineering, and the work can be rendered bomb-proof by a different disposition of some thousands of sand bags that are ready filled upon the ground; at present there are eight casemates ready to receive another battery.

There are thirteen shanties and buildings still standing, a large quantity of lumber, some iron, and 36 head of cattle on the island. The officers rowing-guard and the lookout from aloft reported five steamers in sight at 10 o'clock on the night of the 18th, which induced me to get under way with the Preble and Marion and stand up into Ship Island passage for the better protection of the property left by the rebels, which they were probably seeking an opportunity to destroy.

These vessels will occupy their present position, unless otherwise instructed. On the evening of the 18th I despatched two armed launches, with crews from this vessel and the Preble, under charge of Mr. Stephen A. Ryder, master's mate, to destroy the submarine telegraph between Shieldsboro' and Pass Christian, and although the expedition was not completely successful, owing to a steamboat coast-guard in the immediate vicinity, the unusual size of the cable,

and the limited time allowed for operations at the point referred to, I believe that the 59 feet removed will occasion great inconvenience, as every foot was exhausted, I understand, in making repairs at that point last year.

On approaching our anchorage an accident occurred, which, I regret to say, resulted in the loss of Robert Hatch, seaman, who was drowned by the swamping of the Preble's launch. The launch has, however, been recovered without injury, but with some loss of arms, ammunition, and gun equipments.

A copy of a letter from the lieutenant colonel in command at Fort Twiggs, addressed to me, was found posted on the fort bulletin, and is herewith enclosed. I forward also a section of telegraph cable for your examination, and a sample for Washington, should you consider it necessary to forward it.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Commander U. S. Navy.

Flag-Officer WILLIAM W. McKEAN, U. S. N.,
Commanding U. S. Blockading Squadron, Gulf of Mexico.

To the commander of the Massachusetts, United States ship-of-war, now lying off Ship island.

By order of my government I have this day evacuated Ship island. This my brave soldiers, under my command, do with much reluctance and regret. For three long months your good ship has been our constant companion. We have not exactly "lived and loved together," but we have been intimately acquainted, having exchanged *cards* on the 9th day of July last.

In leaving you to-day we beg you to accept our best wishes for your health and happiness while sojourning on this pleasant, hospitable shore.

That we may have another exchange of courtesies before the war closes, and that we may meet face to face, in close quarters, is the urgent prayer of

Very truly, your obedient servant,

H. W. ALLEN,
Lieutenant Commanding Ship island.

D. C. JENKINS,
Lieutenant and Post Adjutant.

FORT TWIGGS, *Ship island*, September 17, 1861.

Lieutenant D. L. Braine's report of shelling the rebels at Kinekeet, Hatteras Inlet, October 5.

UNITED STATES STEAMER MONTICELLO,
Off Hatteras Inlet, N. C., October 5, 1861.

SIR: I have the honor to inform you that in obedience to your order of this morning I stood through the inner channel of Hatteras shoals at 12.30 p. m., and stood close along shore to the northward, keeping a bright lookout from aloft. At 1.30 p. m. we discovered several sailing vessels over the woodland Kinekeet, and at the same time a regiment marching to the northward, carrying a rebel flag in their midst, with many stragglers in the rear; also two tugs inside flying the same flag. As they came out of the woods Kinekeet we ran close in shore and opened a deliberate fire upon them at the distance of three quarters of a mile. At our first shell, which fell apparently in their midst, they rolled

up their flag and scattered, moving rapidly up the beach to the northward. We followed upon them, firing rapidly from three guns, driving them up to a clump of woods, in which they took refuge, and abreast of which their steamers lay. We now shelled the woods and could see them embarking in small boats for their vessels, evidently in great confusion and suffering greatly from our fire.

Their steamers now opened upon us, firing, however, but three shots, which fell short. Two boats, filled with men, were struck by our shells and destroyed. Three more steamers came down the sound and took position opposite the woods we were shelling; also two sloops. We continued firing deliberately upon them from one and a half p. m. until three and a half p. m., when two men were discovered on the sea-beach making signals to us. Supposing them to be two of the Indiana regiment, we sent an armed boat and crew to bring them off, covering them at the same time with our fire. Upon the boat nearing the beach they took to the water, and one of them was successful in reaching the boat—Private W. O. Haver, company H, 20th regiment Indiana troops. The other man, Private Charles White, company H, 20th Indiana troops, was, unfortunately, drowned in the surf. Private Haver informs me that he was taken prisoner on the morning of the 4th; that he witnessed our fire, which was very destructive; he states that two of our shell fell into two sloops, loaded with men, blowing the vessels to pieces and sinking them; also that several of the officers were killed; their horses were seen running about the track. He had just escaped from his captors after shooting the captain of one of the rebel companies. He states that the enemy were in the greatest confusion, rushing wildly into the water, striving to get off to their vessels. Private H. now directed me to the point where the rebels were congregated, waiting an opportunity to get off. I opened fire again with success, scattering them. We were now very close, in three fathoms water, and five second shells told with effect. Six steamers were now off the point, one of which I recognized as the Fanny. At 5.25 p. m. we ceased firing, leaving the enemy scattered along the beach for upwards of four miles.

I fired repeatedly at the enemy's steamers with our rifled cannon, a Parrott 30-pounder, and struck the Fanny, I think, once. I found the range of this piece much short of what I had anticipated, many of the shot turning end over end, and not exceeding much the range of the smooth bore 32-pounders. * *

I am, respectfully, your obedient servant,

D. L. BRAINE,

Lieutenant Commanding U. S. Steamship Monticello.

Captain J. L. LARDNER,

Commanding U. S. Steamship Susquehanna, off Cape Hatteras, N. C.

UNITED STATES STEAMER LOUISIANA,

Chinecoteague Inlet, October 5, 1861.

SIR: This morning at 9 o'clock we had a sharp conflict with the enemy, who, with 300 strong, attempted to cut off two boats from this vessel and twenty-three men, all told, which I had despatched to "take or destroy" a fine schooner which I had reason to believe was being converted into a privateer. Fortunately I had gone in with the steamer at the same time, it being high tide, and was enabled to cover the return of the party.

The boats, after passing through a terrible fire, finally reached the schooner, but finding her aground, made a breastwork of her and opened a deadly fire which, with the assistance of a few shots from our long range gun, drove the enemy back to a distant cover with loss, and the boats, after firing the schooner, returned without further molestation. Acting master Furniss estimates the loss

of the rebels at least eight in killed and wounded, as he saw that number carried off. Our loss was one seriously wounded, (acting master Hooker,) and three very slightly.

I have nothing but praise to bestow on those engaged in the boats for their coolness and intrepidity when assailed by such overwhelming odds. They were yet some three hundred yards from the schooner when fired upon, but they preferred pushing on and returning through it rather than fail in accomplishing their object.

During a reconnoissance last night two of their despatch sloops were captured.

I have the honor to be, very respectfully, your obedient servant,

A. MURRAY,

Lieutenant Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commander-in-chief Atlantic Blockading Squadron.

Lieutenant A. D. Harrall's report of the burning of a schooner in Quantico creek, October 11.

UNITED STATES STEAMER YANKEE, *October 11, 1861.*

SIR: I have the honor to transmit herewith a report from Lieutenant Commanding A. D. Harrell, relative to the burning of a large schooner in Quantico creek.

The affair seems to have been well planned and gallantly executed.

Very respectfully, your obedient servant,

THOMAS T. CRAVEN,

Commanding Potomac flotilla.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER UNION,

Off Acquia creek, October 11, 1861.

SIR: I have the honor to submit the following report for your information:

Being informed of a large schooner lying in Quantico (or Dumfries) creek, and knowing also that a large number of troops were collected at that point with the view of crossing the Potomac river, as was reported to me, I conceived it to be my duty to destroy her. With this object in view I took two launches and my boat and pulled in for the vessel at half-past 2 a. m. this morning. One of the launches was commanded by Midshipman W. F. Stewart, accompanied by the master, Ed. L. Haynes, of the Rescue, and the other by Acting Master Amos Foster, of the Resolute. I took with me the pilot of this vessel, Lewis Penn.

Some little difficulty was experienced in finding the entrance to the creek, which you will remember is very narrow, but having found it we pulled up this crooked channel, within pistol shot of either shore, until we discovered the schooner. She was close to the shore, in charge of a sentry, who fled at our approach and alarmed the camp. She had a new set of sails, and all the furniture complete in the cabin, which was collected together and fired, producing a beautiful conflagration, but unfortunately revealing our position to the enemy, who commenced a rapid fire from both banks of that narrow and tortuous stream

and kept it up, intermingled with opprobrious (?) epithets, until we were beyond their range.

Our crews returned a random fire from the boats and two steamers, gave three cheers, and pulled for their vessels, the light from the burning schooner guiding them on their way. Her destruction was complete; and although the clothes of the men and the boats were perforated with balls, not a man killed. Officers and men vied with each other in the performance of their duty. Acting Master Foster applied the match in the cabin of the doomed vessel. Acting Assistant Surgeon W. R. Bonsall accompanied the expedition, ready should his services be required. I hope what I have done will meet your approbation, notwithstanding I have acted without orders.

This little affair will show the enemy at least that we are watching him, and ready to meet and destroy his preparations for crossing this river at all times.

I have the honor to be, your obedient servant,

A. D. HARRELL,
Lieutenant Commanding.

Captain T. T. CRAVEN,
Commanding Potomac Flotilla.

UNITED STATES STEAMER UNION,
Off Acquia creek, October 14, 1861.

SIR: Subsequently to my report of the affair at Quantico creek, I have received reports from the commanding officers of the two launches. They speak in the highest terms of Reuben Applegate, gunner's mate, and Robert Anderson, boatswain's mate. I add the name of John Lear, my coxwain on that occasion. The conduct and praiseworthy example of these men under trying circumstances is worthy of commendation. * * * *

I have the honor to be your obedient servant,

A. D. HARRELL,
Lieutenant Commanding.

Captain T. T. CRAVEN,
Commanding Potomac Flotilla, Potomac river.

Commander Samuel Lockwood's report of the silencing of the batteries near Lynnhaven bay, Cape Henry, October 11.

UNITED STATES PROPELLER DAYLIGHT,
Blockading off Cape Henry, October 11, 1861.

SIR: Yesterday afternoon, a few minutes before 4 p. m., it was reported to me that a battery on shore in Lynnhaven bay had opened fire on the American ship John Clark, of Baltimore, which had come in and anchored during the gale, and dragged within range of the enemy's guns, distant about a mile and a half. I got under weigh and stood down to her assistance, and on getting within range opened fire, and a spirited engagement was kept up on both sides for about forty minutes, when the enemy ceased firing, their battery of four or five guns being silenced, so that although we remained within range for an hour and a half after the firing had ceased, assisting the ships to get under way, not a shot was fired by them. Our shot were generally well directed and must have done execution; fortunately, none of their shot hit us, but they came quite near enough. The officers and men were eager for the fray, and evinced a spirited determination to

do their whole duty, and I was well pleased, not only with their conduct but also with the precision of their aim.

I have the honor to be, sir, respectfully, your obedient servant,
SAMUEL LOCKWOOD,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding Atlantic Blockading Squadron, Hampton Roads, Va.

*Captain John Pope's report of the affair at the Passes of the Mississippi,
October 13.*

UNITED STATES STEAMER RICHMOND,
Southwest Pass of Mississippi river, October 13, 1861.

SIR: I have the honor to make the following report: At 3.45 a. m., October 12, 1861, while the watch on deck were employed in taking coal from the schooner Joseph H. Toone, a ram was discovered in close proximity to this ship. By the time the alarm could be given, she had struck the ship abreast of the port fore channels, tearing the schooner from her fasts and forcing a hole through the ship's side. Passing aft, the ram endeavored to effect a breach in the stern, but failed. Three planks on the ship's side were stove in, about two feet below the water line, making a hole about five inches in circumference. At the first alarm the crew promptly and coolly repaired to their quarters, and, as the ram passed abreast of the ship, the entire port battery was discharged at her, with what effect it is impossible to discover, owing to the darkness. A red light was shown as a signal of "danger," and the squadron was under way in a very few minutes, having slipped their cables. I ordered the Preble and Vincennes to proceed down the Southwest Pass, while I covered their retreat, which they did at about 4.50 a. m. At this time three large fire rafts, stretching across the river, were rapidly nearing us, while several large steamers and a bark-rigged propeller were seen astern of them. The squadron proceeded down the river in the following order: 1. Preble; 2. Vincennes; 3. Richmond; 4. Water Witch, with the prize schooner Frolic in tow. When abreast of the Pilot settlement, the pilot informed me that he did not consider it safe to venture to turn this ship in the river, but that he believed he could pass over the bar. I accordingly attempted to pass over the bar with the squadron, but in the passage the Vincennes and the Richmond grounded, while the Preble went over clear. This occurred about eight o'clock, and the enemy, who were now down the river with five steamers, commenced firing at us, while we returned the fire from our port battery and rifled gun on the poop, our shot, however, falling short of the enemy, while their shell burst on all sides of us, and several passed directly over the ship. At 9.30 Commander Handy, of the Vincennes, mistaking my signal to the ships outside the bar to "get under way" for a signal for him to "abandon his ship," came on board the Richmond with all his officers and a large number of his crew, the remainder having gone on board the Water Witch. Captain Handy before leaving his ship had placed a lighted slow-match at the magazine. Having waited a reasonable time for an explosion, I directed Captain Handy to return to his ship with his crew, to start his water, and if necessary, at his own request, to throw overboard his small guns for the purpose of lightening his ship, and to carry off his keedge with a cable to heave-off by. At 10 a. m. the enemy ceased firing and withdrew up the river. During the engagement a shell entered our port quarter port, and one of the boats was stove by another shell. At 10.30 a. m. despatched Acting Master Devens, of the Vincennes, in the Frolic, with orders to the South Carolina in Barrataria bay to

come down to our assistance. At 1 p. m. made a steamer standing down from Pass à l'Outre towards us, which proved to be the army transport McClellan, with rifled guns from Fort Pickens for this ship. At 4 p. m. sent the Water Witch down to Barrataria bay for the South Carolina and Huntsville, with orders to order the latter to Pass à l'Outre and the former to this place. At 5 p. m. received on board the guns and ammunition from the McClellan. My object in despatching the Water Witch for the above-named steamers was for the purpose of having them up as soon as possible, and to send the Huntsville to guard Pass à l'Outre and the South Carolina to assist in towing this ship and the Vincennes over the bar, to prevent us being fired or sunk. I have this morning succeeded in getting this ship over the bar. The McClellan and South Carolina are using all exertions to get the Vincennes off. The Nightingale is hard and fast ashore to the northward of the bar. I have succeeded in reducing the leak of this ship so that our small engines keep the ship free. This is only temporary, and the ship will have to go to some place and have three planks put in. I have received the rifled guns, and placed the 32-pounder on the fore-castle and the 12-pounder on the poop. The coal schooner Joseph H. Toone fell into the hands of the enemy, having about fifteen tons of coal on board. Could I have possibly managed this ship in any other way than keeping her head up and down the river, I would have stopped at Pilot Town to give battle; but this was found too hazardous, owing to extreme length. The attempt was made, but the broadside could not be brought to bear without running the ship ashore. I then concluded, as advised by the pilot, to run for the bar, and trust to the chance of finding water enough to cross.

The schooner John N. Genin is at anchor outside of the bar. As soon as I can discharge her, the guns, &c., the charter party will be indorsed as you directed. In narrating the affair of the river I omitted to state that the ram sunk one of our large cutters, and a shot from the enemy stove the gig. I am pleased to say the Vincennes is afloat and at anchor outside on my starboard quarter. I send by the McClellan the detachment of men belonging to the Niagara and Colorado. I have ordered Assistant Surgeon Robinson, of the Vincennes, to temporary duty on board of this ship.

At the advice of the surgeon of this ship, I have permitted Assistant Surgeon Howell (condemned by survey) to return in the McClellan, all of which I hope you will approve.

I have also directed Commander Alden to proceed with all despatch to Pass à l'Outre, and as soon as relieved by a steamer to return to his station. I also loaned to him the rifled howitzer sent out for the Powhatan. I have ordered the master of the Nightingale to deliver fifty tons of coal to the McClellan. This, together with what I will take out, will, I trust, lighten her so that I will be enabled to haul her off, when I shall put the guns, &c., from the schooner on board.

Very respectfully, your obedient servant,

JOHN POPE,
Captain.

Flag-Officer WM. W. McKEAN,
Commanding Blockading Squadron.

UNITED STATES SHIP VINCENNES,
Off Southwest Pass, Mississippi River, October 14, 1861.

SIR: I have to report my safe arrival at this place, having left the head of the Passes on the 12th instant, in company with the Richmond and Preble. On

my route down it was my misfortune (as anticipated) to ground some distance from the bar, going head on. The three vessels were pursued by rebel armed steamers, who, after a while, commenced a brisk firing. The Vincennes not being able from her situation to bring her broadside guns to bear on the enemy, I took down all the cabin bulkheads and caused two of the 8-inch shell guns to be run out of the stern ports; continued a rapid firing with them until the signal, No. 1, (as understood aboard this ship,) was displayed from the Richmond; I continued my firing, however, until some time afterwards. I then directed the officers and crew to repair to the Richmond and Water Witch. Previously to leaving this ship I caused a slow match to be placed in the magazine, which, fortunately, did not cause an explosion. I then reported myself to Captain Pope, ascertaining from him that there was a misunderstanding about the signal. I repaired, with the officers and crew then on board the Richmond, to the "Vincennes," obtaining his permission to throw overboard the fourteen 32-pounders, round shot, and any article that might have a tendency to lighten the ship, as I was more than anxious to save her from the grasp of the rebels, feeling that the vessel was of more value to the government than the guns. Although the ship was lightened by the operation, still it was not sufficient to float her; but the day following I was relieved from my embarrassing situation by the steamers South Carolina and McClellan. I trust, sir, that my conduct will meet with your entire approbation, governed as I was from a strict sense of duty.

I am, sir, respectfully, your obedient servant,

ROBERT HANDY,
Commander.

UNITED STATES STEAMER RICHMOND,
Off Pass à l'Outre, Mississippi River, October 17, 1861.

SIR: My report to you in regard to our leaving the head of the Passes having been made in a great hurry, in order to acquaint you as soon as possible of the leading facts of the case, many incidents were omitted which I will now report.

After the first blow given to this ship by the ram, on the morning of the 12th instant, it remained under our port quarter, apparently endeavoring to fix herself in a position to give us a second blow, but the slipping of our chain and the ship ranging ahead under steam frustrated the object. The ram dropped astern, but soon gathered headway and ranged our port beam, receiving the fire of the port battery, some guns of which were discharged twice. It then ranged ahead, passing up the river, receiving the fire of the port battery of the Preble, disappearing in the darkness. Owing to the darkness I was unable to see the effect of our shot upon her, but some officers are of opinion they heard shot strike the ram. I passed the Preble and stood up the river, when Acting Master Wilcox reporting we were getting too close to the starboard shore, the helm was put up and the ship rapidly fell off, presenting her broadside up and down the river. As soon as she had drifted near the head of the Passes, ineffectual attempts were made to get her head up stream, when I found myself a mile and a half down the Southwest Pass. I then put the helm up, continued down the river, hoping to be able to get her head round off Pilot Town. In doing this she drifted some distance below, grounding broadside too. Soon after this the enemy opened their fire upon us, which was kept up for about two hours. The day before leaving the head of the Passes I had succeeded in placing one of our 9-inch broadside guns on the topgallant forecassle, giving a long range, and it was continually fired during the engagement. About 9 o'clock a. m.,

during the firing, it was reported to me that several boats filled with men were leaving the Vincennes; some went on board the Water Witch, others came to this ship. In a few minutes Commander Handy, with several of his officers, came on board; Commander Handy having wrapped around his waist, in broad folds, an American flag, and, upon being asked, stated he had abandoned his ship in obedience to signal. Being told no such signal had been made, he insisted "he so read it," that Captain Winslow had so read it.

The following day Lieutenant Commanding Winslow being asked, remarked "he saw no such signal;" that when he was asked by one of Captain Handy's officers if that was the meaning of the signal, sent word to Captain Handy "that it was impossible" to get guns out of his stern ports and fight his ship. As soon as it was thought, from the description of the slow-match, that it had gone out, Captain Handy, his officers and crew, returned to their ship. In the evening I received a note from Captain Handy, a copy of which, and my reply, is enclosed.

After I had taken the guns and ammunition from the McClellan she was sent to the assistance of the Vincennes, and endeavored to get her afloat; in the meantime I carried out a stream anchor from this ship astern, and, after unsuccessful attempts for two or three hours, the McClellan returned to this ship, and was lashed alongside to wait until a rise of the tide. At early daylight of the 13th instant, the South Carolina, Commander Alden, came in, and I directed him to proceed, and, if possible, get the Vincennes afloat. Soon after, this ship was got afloat, her head down stream, and the McClellan was instantly cast off and went to assist in getting the Vincennes afloat. As there was not room for this ship to lay at anchor, or to turn to point her head up the stream, I had no other alternative than to cross the bar and anchor outside. My mind was very much relieved, knowing that the armament of four rifled guns on board the McClellan, together with the long gun of the South Carolina, would keep the enemy at bay. At about 2 p. m. the Vincennes was got afloat, crossed the bar, and anchored near this ship, and the South Carolina was immediately despatched to Pass à l'Outre, to guard that place until I could send him a relief.

My retreat down the pass, although painful to me, was to save the ships, by preventing them being sunk and falling into the hands of the enemy; and it was evident to me they had us in their power, by the operation of the ram and fire-rafts. If I have erred in all this matter it is an error of judgment; the whole affair came upon me so suddenly that no time was left for reflection, but called for immediate action and decision. The ram having made its appearance next day at the mouth of the river, the impression is she sustained no injury from our shot, only waiting an opportunity to destroy our ships.

It having been rumored there was a panic on board this ship at the time she was engaged with the enemy, I state it to be false; both officers and men exhibited the utmost coolness and determination to do their duty. My orders and those of all the officers were carried out with as much coolness as if it had been an every day affair, and their whole conduct merits high commendation; and they would feel gratified to prove their bravery by being permitted to take part in the contemplated attack on Pensacola, as requested in notes from me to you on this subject. In both engagements with the enemy the whole fire appeared to be directed to the destruction of this ship, most of the shot being, apparently, directed to the quarter of this vessel, presumed for the purpose of disabling our rudder and propeller.

I omitted, in my hasty report, to mention the essential aid I have received from Captain Gray, commanding the army transport McClellan, in getting this ship and the Vincennes afloat. From Lieutenant Commanding Winslow, commanding the Water Witch, I received every possible assistance that could be rendered.

I directed Commander French, of the Preble, as soon as it could be done, to

Pass à l'Outre to guard that entrance. This he was unable to do at the time; the wind being ahead and a strong current setting to leeward, he was barely able to hold his own. He came in and anchored and reported to me; he was quite out of wood and coal. I told him he could procure wood off the Northeast Pass, where he would be stationed after the arrival of one of the steamers at Pass à l'Outre. He replied, it was impossible to get wood there, and earnestly requested to go to Ship island, where he would in two days procure wood sufficient for himself and the Vincennes. I reluctantly consented to his doing so, knowing that one of the steamers, either the South Carolina or Huntsville, would reach Pass à l'Outre in advance of him.

All of which is respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

JOHN POPE, *Captain.*

Flag-Officer WM. W. McKEAN,
Commanding Blockading Squadron,

P. S.—This and my first report to you embraces all the facts, to my best recollection; and if they are not satisfactory, I respectfully ask for a court of inquiry in the matter; and if it cannot be granted without detriment to the service at this time, that it may be referred to the honorable Secretary of the Navy,

JOHN POPE.

The following is a copy of a note received from Commander Handy on the eve of his ship getting aground, and my reply to the same:

SIR: We are aground. We have only two guns that will bear in the direction of the enemy. Shall I remain on board after the moon goes down with my crippled ship and worn-out men? Will you send me word what countersign my boats shall use if we pass near your ship? While we have moonlight, would it not be better to leave the ship? Shall I burn her when I leave her?

Respectfully,

ROBERT HANDY.

UNITED STATES STEAMER RICHMOND,
Southwest Pass, October 12, 1861.

SIR: You say your ship is aground. It will be your duty to defend your ship up to the last moment, and not to fire her except it be to prevent her from falling into the hands of the enemy. I do not think the enemy will be down to-night, but in case they do, fight them to the last. You have boats enough to save *all* your men. I do not approve of your leaving your ship until every effort is made to defend her from falling into their hands.

Respectfully, your obedient servant,

JOHN POPE, *Captain.*

Commander R. HANDY,
Commanding U. S. ship Vincennes.

UNITED STATES STEAMER PREBLE,
Off Southwest Pass, Mississippi river, October 22, 1861.

SIR: In obedience to your order, I have to make to you the following statement of the occurrences at the head of the Passes, on the morning of the 12th instant.

This ship was anchored about one hundred and fifty or two hundred yards distant from the Richmond, and about two points on her starboard bow, being

the most advanced ship of the forces there at anchor. I had been on deck most of the time during the night; had left it but a short time previously, and was lying in my berth asleep, with all my clothes on, when a midshipman rushed into the cabin exclaiming "Captain, here is a steamer right alongside of us." I sprang instantly on deck; the order had already been given to "beat to quarters," and the men were then assembling at their guns. This was about 3.40 a. m. The moon had set or was obscured by clouds, and the night somewhat dark, with the wind from the northward. As I passed out of my cabin on my way to the deck, I saw through a port an indescribable object, not twenty yards distant from our quarter, moving with great velocity toward the bow of the Richmond. My orders from the senior officer were, in the event of discovering any danger at night, to hoist a red light at the gaff. This had been done by the officer of the deck instantly on the discovery of the object, which was first seen about fifteen or twenty feet directly ahead of this ship, and drifting with the current directly towards us. Not a speck of light, smoke, or any moving thing could be seen on or in it, and it looked somewhat like a huge whale in the water.

The instant the persons on board of it discovered our movements, it seemed to change its direction to avoid us, and made directly for the Richmond. In an instant huge clouds of the densest, blackest smoke rolled up from it, and we all expected to see her blow up, but afterwards concluded it must have been the ram, of which we had been told so much. It next made its appearance about a hundred yards distant, and directly abeam of this ship, where it lay quietly for a few minutes, apparently hesitating whether to come at us or not. I instantly opened my port battery, and gave her three broadsides in rapid succession, the Richmond also firing. She then slowly steamed up the river, and when on our port bow threw up a rocket. This ship had been lying all the time with a range of only 15 fathoms cable, in readiness to slip in case of emergency. While firing at him, word was passed that the Richmond was going ahead of us, and to hold our fire. I was directing the firing at the battery, and hearing it, looked out of a port and saw that she was astern, barely lapping my quarter, and therefore continued my firing until the ram was out of line of pointing. I at once manned my deck tackle (for my capstan has been crippled since the hurricane at Key West, and I am therefore compelled to use deck tackles) and began to heave in my chain. Immediately on the rocket being thrown up from the ram, three bright lights were seen coming down the river, directly towards this ship, which we at first supposed to be steamers coming to attack us. They soon, however, increased so rapidly in size that we were fully convinced they were fire-ships, and such they proved to be. I was then working smartly with my deck tackles, and should have succeeded in weighing my anchor, when it was reported to me that the Richmond was steaming down the river. I could not and would not believe it possible, until I ran aft and saw her astern, and heading down. The fire-ships were then not more than 150 yards distant, directly ahead, and coming down upon this ship. At the urgent suggestion of the first lieutenant and other officers, I then gave the order to make sail and slip the cable, having first taken off the slip buoy so that the enemy should not easily obtain it. The ship's head was immediately headed towards the Southwest Pass, orders to that effect, in the event of our being obliged to slip at any time, having been for some time previously given by the senior officer present.

The moment this ship was discovered by the fire-ships (which were in tow of two steam tugs, one on each wing,) to be under way, their direction was changed towards the Richmond and Vincennes, which were on the opposite side of the river and below this ship. Continuing down the river, I came up with the Richmond, which was burning the Coston's signals; and, passing within a few yards of his stern, I hailed and said, "I can hear your orders, what are they?" The answer was, "Proceed down the Pass." We were so near my

reply was made without the use of a deck trumpet. I continued down the Pass, and soon passed by the Vincennes, which soon after signalized to the Richmond, "Shall I anchor?" which was answered by *general signal*, "Cross the bar." Not long after, the "Vincennes" was discovered to be aground, with her stern up the river. This ship shortly after took the bottom, and I feared would also stick; but after two or three smart rolls worked herself over and crossed the bar, when I anchored near the coal ships Kuhn and Nightingale, to protect them in case of necessity. I should have stated that the fire-ships were towed on shore by the enemy at the head of the Pass, and two or three steamers were seen coming rapidly down the river to attack the ships. The Richmond was at that time slowly moving down, the Water Witch assisting the Vincennes. The engagement had now commenced between the Richmond, Vincennes, and Water Witch on our side and three of the enemy's steamers; one of them being a large bark-rigged vessel, said to be the Miramon, but now called the McRea. Two other steamers were also in company, but I could perceive no firing from them. At this time signal was made from the Richmond to ships outside the bar to get under way. I, of course, obeyed the signal, as did also the Kuhn; the Nightingale being ashore, of course could not. It was not long before we discovered the Richmond to be aground. The firing continued about two hours or more, when the enemy's steamers retired up the river. About noon received from the Water Witch 6 officers and 70 men from the Vincennes, which we then learned had been abandoned.

The only signals I saw made by the Richmond during the engagement were those made to this ship, and one other to the Water Witch, "Engage the enemy."

Respectfully, your obedient servant,

H. FRENCH,

Commanding United States Ship Preble.

Flag-Officer WM. W. McKEAN,

Commanding Gulf Blockading Squadron,

United States Ship Niagara.

UNITED STATES STEAMER WATER WITCH,

Off Southwest Pass, October 24, 1861.

SIR: In compliance with your instructions, the following statement of the recent occurrences in the Mississippi river, on the morning of Saturday, October 12, 1861, is respectfully submitted.

The Water Witch, after towing a schooner laden with coal alongside the Richmond, had anchored the preceding afternoon on her starboard quarter, a little in shore, and the Richmond was employed during the night discharging the schooner, which was made fast on her port side.

The Preble was anchored a short distance ahead, and on the starboard bow of the Richmond, and the Vincennes lower down on the opposite side of the river, and nearer the entrance of the Southwest Pass.

The moon having gone down, and the sky being partially overcast, the night was dark and every way favorable to the operations of the enemy. Between 3.30 and 4 a. m. the alarm was given on board the Frolic, a small prize schooner anchored nearly ahead of us, the officers in charge hailing the Richmond, to apprise her of danger from a steamer descending the river. Almost immediately after, the crash of a collision with the Richmond was distinctly audible on board the Water Witch. The coal schooner was next observed drifting astern, and apparently in contact with her, a low dark steamer, almost obscured by a dense

column of smoke. The peculiar puffing sound of a high-pressure engine was also heard. The steamer passed near the Water Witch, steering over towards the Vincennes, as we supposed, but soon turned and commenced ascending the river. The Richmond's battery was now opened on her, and soon after a broad-side was discharged from the Preble. A signal rocket was then thrown from the steamer towards the Richmond, and shortly afterwards three dim lights appeared up the river in the vicinity of the eastern shore.

The Richmond having now slipped her chain, turned her head slowly in the direction of the Vincennes, and, apprehending an immediate attack, the chain of the Water Witch was also slipped, and she was backed astern a short distance to allow the prize schooner Frolic to coast and pass her.

The lights up the river rapidly increasing and expanding, were soon ascertained to proceed from three *fire rafts* gradually drifting down towards us, and it was now deemed expedient to steam over towards the opposite shore. As we passed the Vincennes she was observed to be under way and heading down stream. A night signal (interpreted to "Act at discretion") was now made by the Richmond, and soon afterwards the Preble also passed us, steering towards the Southwest Pass. Finding that the *fire rafts* were drifting with the wind steadily over towards the western shore, the Water Witch was now steered to the northward and eastward, (up stream,) and easily cleared them. They subsequently stranded on the western bank, together with the schooner from which the Richmond had been coaling—a leaky prize vessel of little value, with no men on board.

Ignorant of the exact position of the squadron, the Water Witch, towards daybreak, dropped down to the entrance of the Southwest Pass, and with the earliest light (about 5.30 a. m.) made out the Richmond, accompanied by the sailing vessels, some three or four miles down the Pass, steering for the bar.

The river at this time, in the vicinity of the "head of the Passes," was entirely clear of the enemy, but an officer, sent to the masthead, reported the smoke of four steamers beyond a bend in the river, five or six miles above us, besides a large bark-rigged propeller still higher up.

Deeming it important to communicate these facts to the senior officer, and apprehending a design on the part of the enemy to run the bark out to sea by the Pass à l'Outre, (which the light howitzer battery of the Water Witch would have proved inadequate to prevent,) she was now steered after the Richmond at full speed, stopping her wheels for a moment only to take in tow the prize schooner Frolic, which was dropping astern of the other vessels.

About this time general signal No. 435, "Cross the bar," was made by the Richmond. On ranging alongside that ship the urgent necessity of an immediate return to the "head of the Passes" was represented, but as her propeller was in motion, I am not sure the suggestion was understood. An order was received to "Get the sloop over the bar," and the importance of the Richmond's *anchoring at once* (to cover their passage out) was pressed in reply. The Water Witch then ranged ahead to execute her orders. Lieutenant Davis (the executive officer) was put on board the Preble to pilot her out, but before I could reach the Vincennes she had unfortunately grounded on a flat to the left of the channel, and all efforts to tow her afloat proved fruitless. The Richmond, in attempting to turn her head up stream, also grounded near the Vincennes. The Preble was safely taken over the bar by Lieutenant Davis, who promptly returned to his station on board, while the Water Witch was still under fire of the enemy's steamers.

Finding the "head of the Passes" evacuated, the Confederate steamers followed us down the Southwest Pass, the Ivy leading and opening fire on the Richmond, at a long range, with a heavy rifled gun; shortly after the Vincennes grounded. The Richmond replied from a 9-inch shell gun mounted on the

“forecastle” and a rifled howitzer on the “poop,” and occasionally from her broadside guns.

Signal to “Engage the enemy” being also made to the Water Witch, our efforts to relieve the Vincennes were discontinued, and our rifled 12-pounder howitzer (the only gun of adequate range on board) was brought to bear upon the Ivy.

The bark, (supposed to be the McRae,) having also got within range, commenced firing with a rifled or Parrot gun, throwing shot and shell beyond the Richmond, and almost down to the bar.

The Richmond succeeded once or twice in backing off into deeper water, but drifted down with the current, and finally grounded again about a quarter of a mile below the Vincennes, with her broadside up the river; obliging us to exercise some care in keeping clear of the range of her guns.

The Vincennes, with her stern up stream, from which but two guns could be brought to bear on the enemy, remained in a critical position, exposed to a raking fire. A signal, made by the Richmond, at this time, to the vessels below the bar, (to get under way,) was erroneously reported to Commander Handy as a signal to abandon ship; and an officer was sent to me from the Vincennes to ask if any such signal had been made, and that Captain Handy *should continue to defend his vessel*. Soon afterwards, however, several boats came alongside of the Water Witch, with the marine guard and a portion of the officers and crew of the Vincennes. Subsequently Captain Handy with the remainder repaired on board the Richmond, the formidable battery of which ship alone prevented the enemy from taking possession of the abandoned vessel, as the Confederate steamers at no time ventured to drop within effective range of her broadside guns.

Between 9 and 10 a. m., apparently contented with the result of the action, they ceased firing, and steamed up the river.

It is satisfactory to have it in my power to report the coolness and steadiness of those under my command on this occasion, as well while awaiting in uncertainty and obscurity the breaking of day at the “head of the Passes,” as subsequently when under the fire of the enemy.

After transferring to the Preble the officers and men of the Vincennes who had taken refuge on board our vessel, the Water Witch was next engaged in another unsuccessful attempt to get that ship afloat, Commander Handy, with the greater part of his crew, having returned on board. During the afternoon the steamer McClellan arrived from Fort Pickens with two Parrot guns, which were immediately placed on board the Richmond, and about 4 p. m. the Water Witch was despatched by Captain Pope to communicate with the steamers South Carolina and Huntsville, (in Barrataria and Berwick bays,) taking verbal orders to Commander Alden to proceed to Pass à l’Outre, and to Commander Price to join the Richmond at Southwest Pass.

Regretting my inability to communicate *more briefly* a faithful detail of the events of the day, I have the honor to remain, with much respect, your obedient servant,

FRANCIS WINSLOW,
Lieutenant Commanding.

Flag-Officer WM. W. McKEAN,
Commanding Gulf Blockading Squadron.

Commander Melancton Smith's report of an engagement with a rebel steamer, October 21.

UNITED STATES STEAMER MASSACHUSETTS,
At Ship Island, October 21, 1861.

SIR: I have respectfully to report that a rebel steamer, with a horizontal engine, made her first appearance in the Mississippi sound on the morning of the 19th instant, and after steaming up within six miles of the Massachusetts "slowed down" and fired a lee gun. I ordered steam immediately, and, after obtaining permission from Captain Powell to engage her, got under way with a full head of steam and approached the enemy as near as he would permit me to do, which matter he controlled entirely, having the advantage of great speed. At no time was the enemy less than one and three-fourths miles distant; hence the greatest elevation of the guns became necessary, and even then the majority of the shot fell short or exploded before reaching my target. I am of the opinion, however, that some of my shot and shell took effect, from the facts that the heavy gun was silenced after its third discharge, and the evident anxiety of my opponent to reach the shoal water, which he accomplished with most unbecoming speed.

The steamer is supposed to be the Florida, cut down and strengthened by log frames, and her armament judged to be six broadside guns and one 68-pound rifled pivot; the latter we had demonstrated to our satisfaction by the messenger itself. It entered the starboard side abaft the engine, five feet above the water-line, cutting through 18 plank of the main-deck, carried away the table, sofas, eight sections of iron steam-pipe, and exploded in the state-rooms on the port side, stripping the bulkheads of four rooms, and setting fire to the vessel. A fragment of the shell hit a timber, breaking all the outside planking from the main to the spar deck, a distance of $5\frac{1}{2}$ feet. The missile that did the damage was exploded by a time fuse four inches long, the shell measuring 15 inches in length, 7 inches in diameter, with an internal cavity of 5 inches. Twelve pieces of the fragments have been collected and weigh 58 pounds. The engagement was continued until my ammunition was exhausted, and the enemy out of the range of my guns, making the best of his way towards Pass Christian, in shoal water, which rendered it impossible for me to pursue him further, as we were in 17 feet water and the Massachusetts drawing $14\frac{1}{2}$ feet. Seventy-six projectiles and 455 pounds of powder were expended, and I am happy to inform you that during the engagement no one was hurt. It affords me great satisfaction to state that the officers and crew of this vessel did their whole duty fearlessly and with becoming zeal.

Very respectfully, your obedient servant,

MELANCTON SMITH,
Commander United States Navy.

Flag-Officer WM. W. MCKEAN,
Commanding United States Blockading Squadron, Gulf of Mexico.

Lieutenant A. Murray's report of the burning of a schooner in Swan's Cug creek, North Carolina, October 28.

UNITED STATES STEAMER LOUISIANA,
Chincoteague Inlet, October 28, 1861.

SIR: I have the honor to report that, in consequence of a rumor reaching me that a steam saw-mill at the mouth of Swan's Cug creek was getting out lumber for the construction of a battery to resist the advance of the federal troops, and

also a floating battery to attack the Louisiana, I resolved to fit out an expedition, and if a closer view of the mill justified the rumor, to destroy it. Lieutenant A. Hopkins, the ex-officer of this vessel, was selected to command the party, and was also directed, in case he found the way clear, and appearances *not* justifying the destruction of the mill, to proceed up the creek and destroy any vessels that might be secreted there by the enemy.

It was a "night expedition," and, besides Mr. Hopkins, was composed of Master's Mate Hollis, Third Assistant Engineer McDaniels, twenty-five men from this vessel, and five volunteers from the island. It was creditably executed. The mill was closely inspected, and nothing appearing confirmatory of the report, it was spared. The party then proceeded up the creek a mile or more, where they found and destroyed by fire one schooner and two sloops.

The party left the ship in three boats at 10 p. m. last night, and returned at 4 o'clock this morning, all well. The whole thing appears to have been conducted with so much system and discretion, that the enemy, said to be three hundred strong in and about Horntown, was unconscious of our presence.

In connexion with this report, I will add that I am fully persuaded of the fidelity of these islanders, and would recommend their being armed and organized to assist in suppressing the insurrection on this peninsula. The activity of my little command is much impaired by the necessity of my close protection to Chincoteague.

I am, very respectfully, your obedient servant,

A. MURRAY,
Lieutenant Commanding.

Flag-Officer L. M. GOLDSBOROUGH,

Commanding-in-chief N. A. Blockading Squadron, Hampton Roads.

Captain A. H. Foote's report of an engagement at Eddyville, Tennessee, October 30.

ST. LOUIS, *October 30, 1861.*

SIR: The Conestoga, Lieutenant Commanding Phelps, has again been up the Tennessee river as far as Eddyville, 62 miles distant from Paducah, with three companies of the Illinois regiment, under command of Major Philips, and conjointly they have had a handsome and successful skirmish, in which the rebels broke and fled in every direction, leaving seven dead on the field. Our casualties consisted of two soldiers severely wounded and a few slightly so, among them a captain of a company.

Forty-four prisoners were taken from the enemy, also 7 negroes, 31 horses, 11 mules, 2 transportation wagons, a large number of saddles, muskets, rifles, shot-guns, sabres, knives, &c.

Lieutenant Commanding Phelps, and the officers and crew of the Conestoga, as well as Major Philips and his men, are deserving of the highest credit for their bearing in this expedition.

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,
Captain U. S. N., &c.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

*Flag-Officer A. H. Foote's report of an engagement at Belmont, Missouri,
November 9.*

UNITED STATES GUNBOAT LEXINGTON,
Off Cairo, November 9, 1861.

SIR: This communication conveys well-authenticated information, which I trust will excuse its great length as well as secure it an attentive perusal. I send herewith a report of Commander Walke, of the gunboat Taylor, showing the participation of that vessel, and the gunboat Lexington, Commander Stembel, in the attack on the batteries at Belmont, on the Mississippi river, this side of Columbus.

As a synopsis of this full and extended report, I may say that the gunboats rendered the most effective service on this occasion, having but one man killed and two wounded; in fact, I am informed, both by army and navy officers, that the boats, by covering the final retreat with well-directed fire of grape and canister, mowing down the enemy, prevented our troops from being almost, if not entirely, cut to pieces.

General Grant, the commanding general, informs me that there are 40,000 men and 108 guns of large calibre in Columbus and its vicinity, and that the rebels intend to make this point their principal stand against the movements of the gunboats and troops down the Mississippi river. A rifle shot weighing 90 pounds was picked up by one of our men, thrown a distance of three miles from one of the rebel batteries.

The demonstration down the river was intended rather as an armed reconnoissance than an attack on Columbus; in fact, mainly for the purpose of destroying the detachment which had crossed the river, and this was effected by capturing the cannon and burning the tents and baggage, the latter accomplished by Quartermaster Hatch with a detachment of men. This movement, it is believed, has prevented, for the present at least, a junction with General Price in Southwest Missouri, also the detachments being cut off which have been sent from here to attack Jeff Thompson, as well as establishing the fact of Columbus being so strongly fortified that a large land force must co-operate with the gunboats in order to move successfully beyond this point down the Mississippi river. On the other hand, General Grant is impressed with the idea that the rebels may retaliate by an attempt to seize "Bird's Point" or "Fort Holt," in this immediate vicinity, and, in view of this, wants early reinforcements of well-equipped regiments. The general estimates the loss on our side at 250 killed, wounded, and missing, and the enemy's loss in killed alone at 300. My opinion is, after careful inquiry, as stragglers are still coming in, that our loss of killed, wounded, and missing will amount to five hundred persons, together with 25 baggage wagons, 100 horses, 1,000 overcoats, and 1,000 blankets. The men fought with great gallantry, and Generals Grant and McClernand had their horses shot under them; and had not the troops been flushed with their early success, and commenced looting, instead of being prepared to retire when the object of the expedition was accomplished, they might have left with comparatively little loss, but the delay gave the enemy time to cross from Columbus in great force, and hence the comparative disastrous termination in the withdrawal of our forces. * * *

I have the honor to be, very respectfully, your obedient servant,

A. H. FOOTE,

Commanding Naval Forces Western Waters.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington, D. C.

Commander W. A. Parker's report of the burning of a vessel at Curritoman creek, and an engagement with the rebels, November 9.

UNITED STATES STEAMER CAMBRIDGE,
Rappahannock River, November 9, 1861

SIR: I have the honor to report that on the 6th instant I ordered a detachment of 30 men from this vessel, under the command of Lieutenant Given, assisted by Acting Masters Eldredge and Strong, and Midshipman Cushing, to proceed in the United States steamer Rescue to the Curritoman creek and capture a schooner reported to me to be loaded with firewood, and, in the event of not succeeding in this, to burn her.

The schooner was found to be hard and fast ashore, and as it was impossible to move her, she was burned, in obedience to my orders to this effect, together with a large quantity of firewood piled upon her.

No resistance was met with until the Rescue began to return, when a body of rebel troops, armed with rifles, on both sides of the creek, supposed to be about 130 in number, with a rifled cannon in masked battery, attacked her, but without effecting much damage to our party. The rebels were concealed by thick underbrush and a house, from which they fired. Acting Master Strong was struck with a spent rifle ball, but not severely hurt, and no other person was wounded. The expedition was perfectly successful, and the duty performed in a spirited and brilliant manner.

The detachment returned to this vessel about 5 p. m., having been absent on this day a little more than four hours.

I herewith forward Lieutenant Given's report of the affair.

I have also to report that, having been informed by a contraband that there were three rebel troops encamped at the town or Urbana, near a large magazine of powder, I proceeded on the 8th instant to that place, and endeavored to dislodge them and blow up the magazine with our battery, assisted by the Rescue. After bombarding the encampment for an hour and a half the magazine was perforated several times with our shot and shells, but we were unable to destroy it, the depth of water not allowing us to approach the enemy nearer than one mile and a half.

The rebels did not reply except by musketry, when a boat from the Rescue attempted to approach the shore. There were no casualties in this action on our side.

Since our arrival in this river this vessel has been actively engaged in maintaining the blockade.

Respectfully your obedient servant,

WM. A. PARKER,
Commander.

Flag-Officer L. M. GOLDSBOROUGH,
Commanding U. S. A. B. Squadron, Hampton Roads.

Lieutenant T. S. Phelps's report of an engagement with a rebel steamer at Hatteras Inlet, November 14.

UNITED STATES COAST SURVEY STEAMER CORWIN,
Hatteras Inlet, November 14, 1861.

DEAR SIR: I have to report that about one o'clock p. m., this instant, during the absence of the naval force stationed here, the rebel steamer Curlew,

Captain T. T. Hunter, (or a steamer of the same appearance,) stood in round the outer bulkhead buoy, and opened fire on this vessel with a heavy rifled gun, to which we replied with both of our 6-pounders. Our second shot struck within a few yards of her, when she steamed to the westward about ten minutes, and then returned and commenced firing a second time, which was warmly responded to on our part; but on three of our shots either passing *into* or *over* her, she started ahead, steaming out of range and up the sound.

The rebels' shot fell short, though their range was good, and the greatest distance reached by our projectiles was about *four* (4) nautical miles, made by the last shot while the enemy were in full retreat. This desirable result was obtained by raising the forward trucks, giving about 25 degrees elevation.

This apparently was the same steamer that appeared off this place on the 28th ult., then supposed to be the Winslow, but now known to have been the Curlew.

I am pleased to inform you that this is the second time our guns have driven away an enemy of superior force, who had it in his power to choose his position (which we were unable to do) from a long range to an easy shooting distance; and it is with peculiar pleasure that I inform you of the gallant bearing and enthusiasm of the officers and crew when ordered to prepare for battle, and during the presence of the enemy, who, they were conscious, possessed a much superior armament, and by his bold approach seemed disposed to close where it would be entirely effective on this vessel, and still be beyond the reach of the guns of the fort.

I am, respectfully, your obedient servant,

THOMAS S. PHELPS,
Lieutenant Commanding United States Navy,
Assistant Coast Survey.

Prof. A. D. BACHE, L. L. D.,
Superintendent of the United States Coast Survey.

Flag-Officer S. F. DuPont's report of expedition to Port Royal, November 14.

FLAG-SHIP WABASH,
Off' Hilton Head, Port Royal Harbor, November 6, 1861.

SIR: The government having determined to seize and occupy one or more important points upon our southern coast, where our squadrons might find shelter, possess a depot, and afford protection to loyal citizens, committed to my discretion the selection from among those places, which it thought most available and desirable for these purposes.

After mature deliberation, aided by the professional knowledge and great intelligence of the Assistant Secretary, Mr. Fox, and upon taking into consideration the magnitude to which the joint naval and military expedition had been extended, to which you have called my attention, I came to the conclusion that the original intention of the department, if first carried out, would fall short of the expectations of the country and of the capabilities of the expedition; while Port Royal, I thought, would meet both in a high degree.

I therefore submitted to Brigadier General Sherman, commanding the military part of the expedition, this modification of our earliest matured plans, and had the satisfaction to receive his full concurrence, though he and the commanders of brigades very justly laid great stress on the necessity, if possible, of getting this frigate into the harbor of Port Royal.

On Tuesday, the 29th of October, the fleet under my command left Hampton Roads, and, with the army transports, numbered fifty vessels. On the day pre-

vious I had despatched the coal vessels, twenty-five in all, under convoy of the *Vandalia*, Commander Haggerty, to rendezvous off Savannah, not wishing to give the true point.

The weather had been unsettled in Hampton Roads, though it promised well when we sailed; but off Hatteras it blew hard; some ships got into the breakers and two struck, but without injury.

On Friday, the 1st of November, rough weather soon increased into a gale, and we had to encounter one of great violence from the southeast, a portion of which approached to a hurricane. The fleet was utterly dispersed, and on Saturday morning one sail only was in sight from the deck of the *Wabash*.

On the following day the weather moderated and the steamers and ships began to reappear. Orders (not to be opened except in case of separation) were furnished to all the men-of-war by myself, and to the transports by Brigadier General Sherman.

As the vessels rejoined, reports came in of disasters. I expected to hear of many, but when the severity of the gale and the character of the vessels are considered, we have only cause for great thankfulness.

In reference to the men-of-war, the *Isaac Smith*, a most efficient and well armed vessel for the class purchased, but not intended to encounter such sea and wind, had to throw her formidable battery overboard to keep from foundering, but thus relieved, Lieutenant Commanding Nicholson was enabled to go to the assistance of the chartered steamer *Governor*, then in a very dangerous condition, and on board of which was our fine battalion of marines, under Major Reynolds. They were finally rescued by Captain Ringgold, in the *Sabine*, under difficult circumstances, soon after which the *Governor* went down. I believe seven of the marines were drowned by their own imprudence. Lieutenant Commanding Nicholson's conduct in the *Isaac Smith* has met with my warm commendation.

The *Peerless* transport, in a sinking condition, was met by the *Mohican*, Commander Gordon. All the people on board, twenty-six in number, were saved under very perilous circumstances, in which service Lieutenant H. W. Miller was very favorably noticed by his commander.

On passing Charleston I sent in the *Seneca*, Lieutenant Commanding Ammen, to direct Captain Lardner to join me with the steamer *Susquehanna* off Port Royal without delay. On Monday, at 8 o'clock in the morning, I anchored off the bar with some twenty-five vessels in company, with many more heaving in sight.

The department is aware that all the aids to navigation had been removed, and the bar lies ten miles seaward, with no features on the shore-line of sufficient prominence to make any bearings reliable. But to the skill of Commander Davis, the fleet captain, and Mr. Boutelle, the able assistant of the Coast Survey, in charge of the steamer *Vixen*, the channel was immediately found, sounded out, and buoyed. By 3 o'clock I received assurances from Captain Davis that I could send forward the lighter transports—those under eighteen feet—with all the gunboats, which was immediately done; and before dark they were securely anchored in the roadstead of Port Royal, South Carolina. The gunboats almost immediately opened their batteries upon two or three rebel steamers under Commodore Tatnall, instantly chasing him under the shelter of the batteries.

In the morning Commander John Rogers, of the United States steamer *Flag*, temporarily on board this ship and acting on my staff, accompanied by Brigadier General Wright, in the gunboat *Ottawa*, (Lieutenant Commanding Stevens,) and supported by the *Seneca*, (Lieutenant Commanding Ammen,) the *Curlew*, (Acting Lieutenant Commanding Watmough,) and the *Isaac Smith*, (Lieutenant Commanding Nicholson,) made a reconnoissance in force, and drew the fire of the batteries on Hilton Head and Bay Point sufficiently to show that the fortifications were works of strength and scientifically constructed. In the evening of

Monday, Captain Davis and Mr. Boutelle reported water enough for the Wabash to enter in.

The responsibility of hazarding so noble a frigate was not a slight one. Over a prolonged bar of over two miles there was but a foot or two of water to spare; and the fall and rise of tide is such, that if she had grounded she would have sustained most serious injury from straining, if not totally lost. Too much, however, was at stake to hesitate, and the result was entirely successful.

On the morning of Tuesday the Wabash crossed the bar, followed closely by the frigate Susquehanna, the Atlantic, Vanderbilt, and other transports of deep draught; and on running through a portion of the fleet already in, the safe passage of this great ship over the bar was hailed by gratifying cheers from the crowded vessels.

We anchored and immediately commenced preparing the ship for action, but the delay of planting buoys, particularly on the Fishing Rip, a dangerous shoal we had to avoid, rendered the hour late before it was possible to move with the attacking squadron. In our anxiety to get the outline of the forts before dark, we stood in too near this shoal, and the ship grounded. By the time she was gotten off, it was too late, in my judgment, to proceed, and I made signal for the squadron to anchor out of gunshot from the enemy.

To-day the wind blows a gale from the southward and westward, and the attack is unavoidably postponed.

I have the honor to be, sir, respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

FLAG-SHIP WABASH,

Off Hilton Head, Port Royal Harbor, November 8, 1861.

SIR: I have the honor to inform you that yesterday I attacked the enemy's batteries on Bay Point and Hilton Head, (Forts Beauregard and Walker,) and succeeded in silencing them after an engagement of four hours' duration, and driving away the squadron of rebel steamers under Commodore Tatnall. The reconnoissance of yesterday made us acquainted with the superiority of Fort Walker, and to that I directed my special efforts, engaging it at a distance of first eight and afterwards six hundred yards. But the plan of attack brought the squadron sufficiently near Fort Beauregard to receive its fire, and the ships were frequently fighting the batteries on both sides at the same time.

The action was begun on my part at twenty-six minutes after nine; and at half past two the American ensign was hoisted on the flag-staff of Fort Walker, and this morning at sunrise on that of Fort Beauregard.

The defeat of the enemy terminated in utter route and confusion. Their quarters and encampments were abandoned without an attempt to carry away either public or private property. The ground over which they fled was strewn with the arms of private soldiers, and officers retired in too much haste to submit to the encumbrance of their swords.

Landing my marines and a company of seamen, I took possession of the deserted ground and held the forts on Hilton Head till the arrival of General Sherman, to whom I had the honor to transfer its occupation.

We have captured forty-three pieces of cannon, most of them of the heaviest calibre and of the most improved description.

The bearer of these despatches will have the honor to carry with him the captured flags and two small brass field pieces lately belonging to the State of South

Carolina, which are sent home as suitable trophies of the success of the day. I enclose herewith a copy of the general order which is to be read in the fleet to-morrow morning at muster. A detailed account of this battle will be submitted hereafter.

I have the honor to be, very respectfully, your most obedient servant,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

P. S.—Bearer of despatches will also carry with him the first American ensign raised upon the soil of South Carolina since the rebellion broke out.

S. F. D.

GENERAL ORDER NO. 2.

FLAG-SHIP WABASH,

Hilton Head, Port Royal Bay, November 8, 1861.

It is the grateful duty of the commander-in-chief to make a public acknowledgment of his entire commendation of the coolness, discipline, skill, and gallantry displayed by the officers and men under his command in the capture of the batteries on Hilton Head and Bay Point, after an action of four hours duration.

The flag-officer fully sympathizes with the officers and men of the squadron in the satisfaction they must feel at seeing the ensign of the Union flying once more in the State of South Carolina, which has been the chief promoter of the wicked and unprovoked rebellion they have been called upon to suppress.

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

FLAG-SHIP WABASH,

Off Hilton Head, Port Royal Harbor, November 8, 1861.

SIR: I have to report the following casualties in the action of yesterday, in the capture of the batteries at Hilton Head and Bay Point:

Wabash.—Killed, 1, (Thomas Jackson, coxswain, captain of a gun.) Slightly wounded, 2, (Alfred Hornsby, seaman, and William Wall, seaman.)

Susquehanna.—Killed, 2, (John P. Clark, ordinary seaman, and William Price, second coal-heaver.) Wounded severely, 1, (Samuel F. Smart, first-class boy.) Wounded slightly, 2, (Patrick Dwyer, ordinary seaman, and Samuel Holbrook, second gunner.)

Pawnee.—Killed, 2, (John Kelly, ordinary seaman, and W. H. Fitzhugh, second-class boy.) Wounded slightly, 3, (Alfred Washburn, master's mate, Jacob Hanse, ordinary seaman, and Patrick Quinn, ordinary seaman.)

Ottawa.—Severely wounded, 2, (H. C. Keen, acting master, and Tabor Green, seaman.) Slightly wounded, 3, (— Hutchinson, seaman, — Dillon, boy, and Morris Welsh, landsman.)

Mohican.—Killed, 1, (John A. Whittemore, third assistant engineer.) Wounded seriously, 3, (W. Thompson, Isaac Seyburn, acting master, and Sherman Barcomb, ordinary seaman.) Wounded slightly, 4, (Mayland Cuthbert,

third assistant engineer, John O. Pitman, master's mate, John W. Townsend, ordinary seaman, and Charles Brown, ordinary seaman.)

Bienville.—Killed, 2, (Patrick McGuigan and Alexander Chambers.) Wounded slightly, 3, (Peter Murphy, Alexander Finey, and William Gilchrist.)

Seminole.—A few slightly wounded, (not reported.)

Total killed.....	8
Wounded seriously.....	6
Wounded slightly.....	17
	—
Killed and wounded	31
	==

I have the honor to be, respectfully, &c.,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

UNITED STATES FLAG-SHIP WABASH,
Port Royal Harbor, South Carolina, November 11, 1861.

SIR: I have now the honor to submit the following detailed account of the action of the 7th of November:

From the reconnoissance of the 5th we were led to believe that the forts on Bay Point and Hilton Head were armed with more than twenty guns each, of the heaviest calibre and longest range, and were well constructed and well manned, but that the one on Hilton Head was the strongest. The distance between them is two and two-tenths nautical miles—too great to admit of their being advantageously engaged at the same time, except at long shot. I resolved, therefore, to undertake the reduction of Hilton Head (or, as I shall hereafter call it, Fort Walker) first, and afterwards to turn my attention to Fort Beauregard—the fort on Bay Point. The greater part of the guns of Fort Walker were presented upon two water fronts, and the flanks were but slightly guarded, especially on the north, on which side the approach of an enemy had not been looked for.

A fleet of the enemy, consisting of seven steamers, armed, but to what extent I was not informed further than that they carried rifled guns, occupied the northern portion of the harbor, and stretched along from the mouth of Beaufort river to Scull creek.

It was high water on the 7th instant at 11 $\frac{1}{2}$. 35m. a. m. by the tables of the Coast Survey.

These circumstances, the superiority of Fort Walker, and its weakness on the northern flank, the presence of the rebel fleet, and the flood tide of the morning, decided the plan of attack and the order of battle.

The order of battle comprised a main squadron ranged in a line ahead, and a flanking squadron, which was to be thrown off on the northern section of the harbor to engage the enemy's flotilla, and prevent them taking the rear ships of the main line when it turned to the southward, or cutting off a disabled vessel.

The main squadron consisted of the frigate Wabash, Commander C. R. P. Rodgers, the leading ship; the frigate Susquehanna, Captain J. L. Lardner; the sloop Mohican, Commander L. W. Gordon; the sloop Seminole, Commander J. P. Gillis; the sloop Pawnee, Lieutenant Commanding R. H. Wyman; the gunboat Unadilla, Lieutenant Commanding N. Collins; the gunboat Ottawa, Lieutenant Commanding T. H. Stevens; the gunboat Pembina, Lieutenant Com-

manding J. P. Bankhead, and the sailing sloop Vandalia, Commander F. S. Haggerty, towed by the Isaac Smith, Lieutenant Commanding J. W. A. Nicholson.

The flanking squadron consisted of the gunboat Bienville, Commander Charles Steedman, the leading ship; the gunboat Seneca, Lieutenant Commanding Daniel Ammen; the gunboat Curlew, Lieutenant Commanding P. G. Watmough; the gunboat Penguin, Lieutenant Commanding T. A. Budd, and the gunboat Augusta, Commander E. G. Parrott, the closing ship of that line.

The plan of attack was to pass up midway between Forts Walker and Beauregard (receiving and returning the fire of both) to a certain distance about two and a half miles north of the latter. At that point the line was to turn to the south, round by the west, and close in with Fort Walker, encountering it on its weakest flank, and at the same time enfilading, in nearly a direct line, its two water faces. While standing to the southward, the vessels of the line were head to tide, which kept them under command, whilst the rate of going was diminished.

When abreast of the fort, the engine was to be slowed, and the movement reduced to only as much as would be just sufficient to overcome the tide, to preserve the order of battle by passing the batteries in slow succession, and to avoid becoming a fixed mark for the enemy's fire. On reaching the extremity of Hilton Head and the shoal ground making off from it, the line was to turn to the north by the east, and, passing to the northward, to engage Fort Walker with the port battery nearer than when first on the same course. These evolutions were to be repeated. The accompanying plan will explain the preceding description.

The captains of the ships had been called on board and instructed as to the general formation of the lines and their own respective places.

At 8 o'clock the signal was made to get under way. At 8h. 10m. the ship, riding to the flood, tripped her anchor; and at 8h. 30m. the ship turned, and was headed in for the forts. At 9 the signal was made for close order. At 9h. 26m. the action was commenced by a gun from Fort Walker, immediately followed by another from Fort Beauregard. This was answered at once from this ship, and immediately after from the Susquehanna. At 10 o'clock the leading ship of the line turned to the southward, and made signal to the Vandalia (which ship, in tow of the Isaac Smith, was dropping astern, and was exposed, without support, to the fire of Fort Beauregard) to join company. At 10h. 15m. the signal was made for closer action, the Wabash slowly passing Fort Walker at a distance, when abreast, of eight hundred yards. At 11 the signal was made to get into and preserve stations, and at 11h. 15m. to follow the motions of the commander-in-chief.

Standing to the northward nearly in the line shown in the diagram, the ship's head was again turned to the southward, and she passed the guns of Fort Walker at a distance less than six hundred yards, (the sights were adjusted to five hundred and fifty yards.) At 11h. 30m. the enemy's flag was shot away.

The second fire with the starboard guns of the Wabash and of Captain Lardner, in the Susquehanna, my second in command, who always kept so near as to give me the entire support of his formidable battery, seems, at this short distance, to have discomfited the enemy. Its effect was increased by the shells thrown from the smaller vessels at the enfilading point. It was evident that the enemy's fire was becoming much less frequent, and finally it was kept up at such long intervals and with so few guns as to be of little consequence.

After the Wabash and Susquehanna had passed to the northward and given the fort the fire of their port battery the third time, the enemy had entirely ceased to reply and the battle was ended.

At 1h. 15m. the Ottawa signalled that the works at Hilton Head were abandoned. This information was, a few minutes later, repeated by the Pembina

As soon as the starboard guns of this ship and the *Susquehanna* had been brought to bear a third time upon Fort Walker, I sent Commander John Rodgers on shore with a flag of truce. The hasty flight of the enemy was visible, and was reported from the tops. At twenty minutes after two Captain Rodgers hoisted the flag of the Union over the deserted post. At forty-five minutes after two I anchored and sent Commander C. R. P. Rodgers on shore with the marines and a party of seamen to take possession, and prevent, if necessary, the destruction of public property.

The transports now got under way and came up rapidly, and by nightfall Brigadier General Wright's brigade had landed and entered upon the occupation of the ground.

I have said, in the beginning of this report, that the plan of attack designed making the reduction of Fort Walker the business of the day. In passing to the northward, however, we had improved every opportunity of firing at long range upon Fort Beauregard. As soon as the fate of Fort Walker was decided, I despatched a small squadron to Fort Beauregard to reconnoitre and ascertain its condition, and to prevent the rebel steamers returning to carry away either persons or property.

Near sunset it was discovered that the flag upon this fort was hauled down, and that the fort was apparently abandoned.

At sunrise, the next day, the American ensign was hoisted on the flag-staff of Fort Beauregard by Lieutenant Commanding Ammen.

The *Pocahontas*, Commander Percival Drayton, had suffered from the gale of Friday night so badly as not to be able to enter Port Royal until the morning of the 7th. He reached the scene of action about 12 o'clock, and rendered gallant service by engaging the batteries on both sides in succession.

Lieutenant Commanding H. L. Newcombe, of the *R. B. Forbes*, which vessel had been employed in towing in the *Great Republic*, arrived in time to take good part in the action.

And finally the tug *Mercury*, Acting Master Martin commanding, employed his single Parrott gun with skill and effect.

After congratulating you upon the success thus far of our expedition, which had its origin in the counsels of the department, and which the department has fostered and labored to render efficient, the gratifying duty remains to be performed of according to each and all their due share of praise for good conduct in their encounter with the enemy. This duty, though most welcome, is still delicate.

I am well aware that each one did his part in his place, and when I discriminate it is in cases that necessarily fell under my own immediate observation.

I have no doubt that all would have embraced and improved the same opportunities of distinction; and in noticing those who were made prominent by their stations, or who were near me during the action, I am showing no invidious preference.

The "General Order No. 2," already forwarded to the department, expressed in general terms my commendation of the gallantry and skill of the officers and men.

The reports of the commanding officers of the several ships, herewith enclosed, do justice to those under them, while the results speak for the commanding officers themselves. The names of the latter are mentioned in the beginning of this despatch. I refer with pleasure to them again. They did their duty to my satisfaction, and I am most happy to bear testimony to their zeal and ability.

The officers of this ship, to whom I am deeply indebted, will be mentioned by her commander, C. R. P. Rodgers, in his special report.

It affords me the highest gratification to speak of the manner in which this ship was handled during the engagement, owing, in a great measure, to the professional skill, the calm and rapid judgment, and the excellent management of Commander C. R. P. Rodgers. His attention was divided between this duty

and the effective service of the guns, which involved the estimation of distances, the regulation of fuses, and the general supervision of the divisions. His conduct and judicious control of everything within the sphere of his duty, though no more than was to be expected from his established reputation, impressed me with a higher estimation than ever of his attainments and character.

I had also an opportunity to remark the admirable coolness and discrimination of the first lieutenant, T. G. Corbin. The good order, discipline and efficiency, in every respect, of this ship, are to a great extent the results of his labors as executive officer, and they were conspicuous on this occasion.

Acting Master Stiles, acting as pilot, was devoted and intelligent in the performance of his duties; and the third assistant engineer, Missiveer, who attended the bell, was prompt and always correct.

Acting Master S. W. Preston, acting as my flag-lieutenant, displayed throughout the day an undisturbed intelligence and a quick and general observation, which proved very useful. His duties as signal officer were performed without mistake. This gentleman, and the young officers, Mr. R. H. Samson, Mr. J. P. Robertson, and Mr. J. H. Rowland, who were also under my eye, in immediate command of the pivot guns and spar-deck divisions, sustained the reputation and exhibited the benefits of the Naval Academy, the training of which only could make such valuable officers of such young men.

Commander John Rodgers, a passenger in this ship, going to take command of the steamer Flag, volunteered to act upon my staff. It would be difficult for me to enumerate the duties he performed, they were so numerous and various, and he brought to them all an invincible energy and the highest order of professional knowledge and merit. I was glad to show my appreciation of his great services by allowing him the honor to hoist the first American flag on the rebellious soil of South Carolina.

My secretary, Mr. Alexander McKinley, was by my side throughout the engagement, making memoranda under my direction. He evinced the same cool bravery which he once before had an opportunity of showing under fire in a foreign land. It gives me pleasure to mention him here as a gentleman of intelligence, of great worth, and of heartfelt devotion to his country.

I have yet to speak of the chief of my staff and fleet-captain, Commander Charles H. Davis. In the organization of our large fleet before sailing, and in the preparation and systematic arrangement of the details of our contemplated work—in short, in all the duties pertaining to the flag-officer—I received his most valuable assistance. He possesses the rare quality of being a man of science and a practical officer, keeping the love of science subordinate to the regular duties of his profession. During the action he watched over the movements of the fleet, kept the official minutes, and evinced that calmness in danger which, to my knowledge, for thirty years has been a conspicuous trait in his character.

I have the honor to be, sir, respectfully, your most obedient servant,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

UNITED STATES STEAMER WABASH,
Port Royal, November 10, 1861.

SIR: Although I know that the conduct of the officers and crew of the Wabash was closely observed and warmly commended by you during the action of the 7th instant, yet, in obedience to your demand for a special report, I respectfully submit the following:

The men did their duty, as became American seamen, with calmness, precision, and resolute earnestness. They fought their guns with energy, and pointed them with admirable coolness.

The three gun-deck divisions of nine-inch guns, under Lieutenants Upshur, Luce, and Barnes, were commanded by those officers in a manner which illustrated the highest power both of men and guns, and exhibited the greatest effect of manhood and training. I beg leave to commend these officers in terms of the warmest praise, both for skill and conduct, and also Lieutenant Irwin, who, in command of the powder division, did everything that a brave and earnest man could do to make his ship efficient.

Acting Masters Samson, Roland, and Robertson, in command of the spar-deck guns, followed the example of their seniors upon the gun-deck, and did honor to the naval school which had, at their early age, trained them to do such efficient service in battle.

Acting Masters W. H. West, Rockwell, Gregory, and Palmer, stationed at the various divisions, evinced patriotic zeal and courage.

Mr. Coghlan, the boatswain, not only did his duty in the 6th division, but skilfully served the rifled boat guns, with which he did good service.

The gunner, Mr. Stewart, in the magazine, and the carpenter, Mr. Boardman, with his shot plugs, did their duty manfully.

The engine and steam, during the whole action, were managed with consummate skill, which did great credit to Chief Engineer King and his assistants. Third Assistant Engineer Missiveer, who stood upon the bridge by my side during the action, impressed me very favorably by his cool intelligence and promptness.

All the other officers, in their various departments, did their whole duty faithfully.

Acting Master Stiles rendered most valuable service by his careful attention to the steerage and soundings of the vessel, and by his skill and vigilance in keeping the ship clear of the shoals. I desire to commend him especially to your notice.

My clerk, Mr. Blydenburgh, acted as my aid, and did prompt and good service.

The two oldest seamen in the ship, John Dennis and Henry L. Coons, both quartermasters—the one at the wheel and the other at the signals—well represented the gallantry of their class and generation.

The marines were used as a reserve, and whenever called upon rendered prompt assistance at the guns, with the good conduct which has always characterized their corps.

It remains only for me to speak of the executive officer, Lieutenant Corbin, who has filled that post since the Wabash was commissioned. The admirable training of the crew may, in a high degree, be attributed to his professional merit; and his gallant bearing and conspicuous conduct throughout the whole action were good illustrations of the best type of a sea officer.

At the close of the action the Wabash was engaged with Fort Walker, at a distance of six hundred yards or less; and her officers and men may well feel satisfied with the precision of their aim and the overwhelming power of their rapid fire. Eight hundred and eighty shells were fired from her guns, chiefly with five-second fuses. Some grape was fired with good effect from the ten-inch gun in the latter part of the action.

I have to thank that most brave and distinguished officer, Captain C. H. Davis, the captain of the fleet, for the aid he gave me when not engrossed by the important duties of his special station; and I desire to pay the same tribute to Commander John Rodgers, who, being a passenger on board, had volunteered to serve upon your staff, and never failed to give me most valuable assistance. Nor must I fail to bear witness to the gallant bearing and striking coolness of your young flag-lieutenant, Mr. Preston.

I thank you, sir, in the name of the officers and men of your flag-ship, for the example you gave us.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,

Lieutenant Commanding U. S. Steamer Wabash.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron.

UNITED STATES STEAM FRIGATE WABASH,

Port Royal, November 8, 1861,

SIR: In obedience to your order I have this day made a careful examination of the guns and munitions of war mounted and contained within Fort Walker, so called, and situated upon Hilton Head, in this harbor, and have to report as follows:

Upon the sea front of said fort there are mounted upon the best improved modern barbette carriages, circular railways, the following guns:

One 6-inch rifled gun. Marks: J. R. A. & Co., T. F., 1861, C. S. A. Palmetto coat of arms on front of sight, (right angle sea face,) in good order.

Six 32-pounders, of 62 hundred weight each, 1845, navy pattern, of which one has the cascabel knocked off; three are dismounted, and carriages ruined. All loaded and generally in good order.

One 10-inch columbiad, 13,220 pounds weight. Marks: J. R. A. & Co., T. F., 1861. Palmetto coat of arms. C. S. A., 1861, in good order.

One 8-inch columbiad, 9,018 pounds. Marks: J. R. A. & Co., T. F., 1861, C. S. A.

Three sea-coast howitzers, 7-inch, 1,600 pounds weight, old army pattern, in good order, *loaded*; one spiked with priming wire; marked "Charleston, with great haste."

One rifled 6-inch, in good order, *loaded*; marked J. R. A. & Co., T. F., 1861, C. S. A., (in left angle of sea front.) At or surrounding each gun ammunition is placed in great profusion; five large chests filled with powder for the various guns in front of them; shot, shell, and rifled projectiles are scattered about without limit. In the centre of the fort are two furnaces for hot shot, and one pump with water.

In the left wing are—

One 32-pounder, same class as others before mentioned,

One sea-coast howitzer, 42-pounder, not mounted; all in good order.

Outer work, in rear, commanding land approach, are mounted—

Two 32-pounders, marked S. C., 1851 and 1827, loaded with canister by our men, after taking possession, to command land approach; in good order.

One 8-inch heavy howitzer, mounted on navy carriage, loaded with canister, just put up, commanding approach to angle of outer work—the only gun in embrasure; ammunition chest full; grape and canister surrounding gun.

One English siege gun, marked with broad arrow and G. R. and crown; 12-pounder behind embankment at right of right wing.

One ditto, mounted to the right of the magazine to command the ditch of the main work.

In the right wing are mounted—

Three 32-pounders, same class as others before mentioned.

Making a total of 23 guns.

There are also in the covered way, leading to the shell room and magazine, about 250 10-inch, 100 8-inch shell, some loaded and fixed with sabots and

straps; 50 42-pounder shot, 50 boxes (four shell in each) rifled 6-inch shell of three patterns; 300 8-inch and 6-inch canister, rammers, sponges, accoutrements, primers, and tools of all descriptions.

The magazine door being locked, I was unable to enter without destroying the door.

In all there are mounted twenty-three guns of heavy calibre; all of which are in good condition and serviceable.

I am, very respectfully, your obedient servant,

JOHN S. BARNES, *Lieutenant.*

C. R. P. RODGERS, Esq.,

Commanding U. S. ship Wabash.

UNITED STATES STEAMER WABASH,

Port Royal, November 8, 1861.

SIR: After the action yesterday, in obedience to your order, I occupied the fortification at Hilton Head with small-arm men and marines of the Wabash, and held it until the brigade of General Wright had landed, when I delivered it to that officer with its munitions of war. It is known as Fort Walker, and is an enclosed work, with two water fronts, upon which are mounted, en barbette, eight and ten inch columbiads, rifled eighty-pounders, and very heavy thirty-two-pounders. There is a traverse in rear of each gun. The land front is regularly bastioned, and connected with water fronts by curtains flanked from the land side; a gun in the salient of each bastion en barbette, and one on each flank in embrasure. There are three demi-lune in front of curtains on land front, mounting three guns. There are two hot-shot furnaces, in which were found hot-shot. There are also bomb-proofs.

I found near Fort Walker the tents and baggage of its garrison, some muskets, and a large quantity of excellent ammunition.

Six dead men, left by the enemy, were buried by the chaplain of the Wabash. The wounded had been removed.

I sent on board the Wabash four prisoners found near the fort.

This morning, in obedience to your order, I visited Fort Beauregard, on Bay Point, upon which Lieutenant Commanding Ammen, of the Seneca, had hoisted the flag of the Union. I found it defended by an enclosed work mounted with eighteen heavy cannon, some of them columbiads, and one rifled. I also found large quantities of ammunition and much baggage. A large camp, a mile from the fort, had been hastily abandoned; the tents were standing, and much baggage and some arms remained in it.

I desired Lieutenant Barnes, of this ship, to make a careful inventory of the cannon in both forts, and I respectfully enclose his reports.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,

Lieutenant Commanding United States Steamer Wabash.

Flag-Officer S. F. DUPONT,

Commanding South Atlantic Blockading Squadron.

UNITED STATES STEAM FRIGATE WABASH,

Port Royal, S. C., November 9, 1861.

SIR: In compliance with your order of yesterday, I have this day visited the fort known as Fort Beauregard, situated upon Bay Point, and there instituted a careful survey of the ordnance and ammunition contained in and lying about the fort, and have to report as follows:

The fort has four faces upon which guns are mounted, each face looking on the water, and each gun so mounted as to command the water approach to Broad and Beaufort rivers. The guns are thirteen in number, of the following sizes :

Five 32s, navy pattern 1845, all in good order.

One rifled 6-inch, new, marked C. S. A., 1861, J. R. A. & Co., T. F. Gun burst, and carriage destroyed.

Five sea-coast guns, 42-pounders, long and very heavy, all in good order.

One 10-inch columbiad, marked C. S. A., 1861, J. R. A. & Co., T. F.; Palmetto coat-of-arms. Weight 13,226 pounds. Spiked with steel spike, and loaded.

One 8-inch columbiad, same marks as the 10-inch, in good order.

There is also upon each flank of the main works, at a distance of about one hundred and fifty yards from it, a small work, built to command the land approach along the beach, as well as the channel abreast. These outer works are connected by earth-works with the main fort.

Upon the outer works on the left flank are mounted two 24-pounders in good order, marked S. C. Upon the outer works on the right flank are mounted three 32-pounders, sixty-three hundred-weight, navy pattern 1845, all in good order.

Within the fort are also two field-pieces, 6-pounders, old Spanish pattern.

Making, in all, twenty pieces of ordnance, of the classes as above enumerated.

Within the fort I found a great amount of ammunition scattered about in disorder. In the shell room were several hundred shells, filled and fused for the various sizes of guns. The magazine is filled with powder, put up in cylinders ready for use; the powder appears to be of most excellent quality. There are two furnaces for heating shot, both filled with shot, some of them partly melted. The ammunition chests are nearly full of powder. In a pool of water in the rear large quantities of ammunition are lying, where it was thrown by the enemy before retreating.

I am, very respectfully, your obedient servant,

JOHN S. BARNES,
Acting Lieutenant.

C. R. P. RODGERS, Esq.,
Commanding United States Steamer Wabash.

U. S. FLAG-SHIP WABASH,
Off Hilton Head, November 8, 1861.

SIR: In the action of yesterday Thomas Jackson, coxswain, was killed at his gun while doing his duty gallantly as its captain. Alfred Hornsby, seaman, and William Hall, ordinary seaman, were wounded, but are doing well.

The Wabash was much cut up in her rigging; twenty injuries to it having been reported. Her spars and hull were struck nine times. A shot from an 80-pounder rifled cannon passed directly through the centre of the mainmast, about twelve feet above the rail. Another shot struck the forward part of the same mast, carrying away the forward chafing batten. We have two shots in the water line, one of which makes a leak in the after magazine passage.

The spanker-boom was shot away, as was also the starboard lower boom and spare main-topsail yard. The other shots struck the rail, the sides, and the deck.

The mainmast is much injured, but I hope to secure it for good service. I attribute the safety of the ship to the short distance at which she engaged Fort Walker, the enemy's shot passing over us.

I have the honor to be, very respectfully, your obedient servant,

C. R. P. RODGERS,

Commanding U. S. Steamship Wabash.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron.

U. S. STEAMER SUSQUEHANNA,

Hilton Head, November 8, 1861.

SIR: I have the honor to report that in the engagement yesterday with the fort at this place and its opposite, this ship was struck ten times in the hull and in twenty different parts of spars and rigging, but was not materially injured.

Two men were mortally wounded, since dead; one severely, and two slightly hurt.

The officers and crew began the fight, and went through with it with the greatest enthusiasm.

I am, very respectfully, your obedient servant.

J. L. LARDNER, *Captain.*

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron.

U. S. STEAMSHIP MOHICAN,

Port Royal Harbor, November 9, 1861.

SIR: I have to report that in the engagement off Hilton Head this ship suffered the following damage:

Shot in starboard main yard arm; five shot in hull; one screw to main rigging carried away by a shot. Serious injuries to after hatch; nothing, however, that may not readily be repaired with some carpenter's aid. One of my boats is so much injured that it must be replaced or repaired at once, and I have not the means.

The officers and crew did what I expected of them in the engagement—their entire duty with spirit and heart.

I am, sir, very respectfully, your obedient servant,

S. W. GORDON,

Commander.

Flag-Officer S. F. DuPONT,

Commanding Southern Atlantic Blockading Squadron.

UNITED STATES STEAM SLOOP SEMINOLE,

Anchorage in Beaufort River, between Phillips and

Moss Islands, 7.30 p. m., November 7, 1861.

SIR: Having proceeded from Hilton Head to the anchorage designated in your order of this evening, I have the honor to report to you our part of the proceedings in the action to-day with the rebel battery and troops at Hilton Head.

In obedience to your general signal, we got under way with this vessel at 8.45 a. m., cleared ship for action, and took our station in line as directed, standing up the channel between Hilton Head batteries and those on Phillips island, at Bay Point.

At 10 a. m. the rebels opened fire upon the Wabash, the leading ship of the line. At 10.15 a. m., when in range of Bay Point battery, we opened fire with our starboard broadside—two 32-pounders, medium guns, our eleven-inch pivot gun, trained on Hilton Head battery, with which we answered briskly the enemy's fire. At 10.20 a. m. a shot over our starboard quarter cut away spanker boom topping lift, near the poop.

At 10.25 a. m. a rifle bolt passed over starboard side forward, cut away ash crane, through hammocks, and over sheet anchor, port side. At 10.35 a. m. headed down in position, and returned in a lively manner the fire from Hilton Head battery with our starboard guns. At 11.05 a. m. a 32-pounder shot from the rebels passed through the starboard side of the Seminole, just forward of our fore channels, across berth decks, cutting ladder of fore hatch, and lodged in the bags on port side.

At 11.15 a. m. our port main brace was shot away by rifle bolt. At 11.18 a. m. another cut away our foretop-gallant back-stay; another shot away our foretop-gallant halliards, foretopsail buntlines, and jib halliards. At 11.50 a. m. expended all our shell for the medium 32-pounders; continued our fire with solid shot, using shell in one 11-inch pivot gun, some thirty of which, out of forty-two 11-inch shells fired, took effect in and around the batteries and camp of the enemy. At 2 p. m. gunboat in shore made signal, "Enemy enfeebled is." At 2.45 p. m. flag-ship signalled "Cease firing."

Our guns were well served, and our shot were seen to do good execution. Ship kept in her position as near as possible, without fouling other vessels. Officers and crew did their duty with cheerful, cool, and steady courage. It gives me pleasure to commend them to your notice.

At 3.03 p. m. the star-spangled banner of our beloved Union was seen waving from the flag-staff at the headquarters of the confederates. Permit me, sir, to congratulate you.

We expended forty-three 11-inch shells, eighty-two 32-pounder shells, and about sixty round shot during the action; kept our position next to the Mohican, and, towards the close of the action, we were abreast the guns of the upper or northwest part of the semi-circular battery at Hilton Head, thus giving a cross or flank fire on the enemy's works with our starboard guns, and were the last to leave his battery, except some of the smaller gunboats. We were struck six times; but one shot in the hull above water-line. Some of the crew received slight splinter wounds, but providentially none were killed.

I am, sir, respectfully your obedient servant,

JNO. P. GILLIS,
Commander.

Flag-Officer S. F. DuPONT, U. S. N.,

*Commanding Southern Atlantic Blockading Squadron, Port Royal
Anchorage, Frigate Wabash, off Hilton Head Battery.*

UNITED STATES STEAMER POCAHONTAS,
Port Royal Harbor, November 9, 1861.

SIR: In obedience to your order, I beg leave to state that on the morning of the 7th instant I found myself a few miles from Tybee light-house, and at once commenced steaming for Port Royal entrance. Soon after I stood off in pur-

suit of a schooner, which I thought intended breaking the blockade, but which proved to be laden with coal for the squadron. As my stock was reduced to one day's supply, and it was reported to me that the fleet was at anchor outside, I thought it a good opportunity to replenish while towing the vessel to our mutual destination; and this I was doing when, about 10 o'clock, I heard the beginning of a cannonade. I immediately cast off the schooner, and stood for the scene of action, which I reached a little after 12 o'clock. In passing, I engaged the batteries on Bay Point and Hilton Head, but soon getting out of range of the former, directed my fire on the latter, until signal was made about 2.30 p. m. to cease firing. During this time I expended twenty-four 10-inch and thirty-seven 32-pounder shell, and five 32-pounder shot, and four 15-pounder rifled shell. I could have fired much more frequently, but as there were evident signs towards the last that the enemy were leaving, I thought it well to spare the ammunition. The only injuries received were a shot through the mainmast and the boom topping lift, and several small pieces of rigging cut away.

I am, very respectfully, your obedient servant,

P. DRAYTON,
Commanding Pocahontas.

Flag-Officer S. F. DuPONT,
Commanding South Atlantic Squadron, Port Royal Harbor.

UNITED STATES STEAMER BIENVILLE,
Port Royal Harbor, November 8, 1861.

SIR: I have the honor to report that in the action of yesterday with the forts this vessel was struck several times, one shot passing through and through her, another striking bulwarks, forward, unfortunately mortally wounding two men, Patrick McGuigan, and Alexander Chambers, (since dead,) and slightly wounding three others, Peter Murphy, Alexander Finey, and William Gilchrist, whilst gallantly fighting at their guns. The other shots did but little damage. It affords me the utmost gratification to bring to your notice the excellent conduct of the officers and men. It would be impossible to particularize the bearing of any one officer or man, such was their gallant conduct.

During the engagement, we fired from this vessel eighty-four 32 solid shot, thirty-nine 32 pound shell, and sixty-two rifle shell.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN,
Commander.

Flag-Officer S. F. DuPONT,
Commander-in-chief of Naval forces, &c., &c., &c.

UNITED STATES GUNBOAT UNADILLA,
Off Hilton Head, South Carolina, November 8, 1861.

SIR: I have the honor to report that we fired yesterday at Forts Walker and Beauregard thirty-three (33) 11-inch shells, and thirty-seven (37) twenty pound shells from the Parrot gun; a majority of the latter either fell short or exploded prematurely, while the former did good execution.

The vessel was struck six times, but no person on board was sufficiently hurt to be classed as wounded.

The principal injuries are to two of our boats, the loss of our main boom, and a shot eighteen (18) inches below the water-line, immediately forward of the boilers, which will be repaired temporarily this day. * * * *

I am, sir, very respectfully, your obedient servant,

N. COLLINS,
Lieutenant Commanding.

Flag-Officer S. F. DuPONT,
United States Flag-Ship Wabash.

UNITED STATES GUNBOAT SENECA,
Port Royal, South Carolina, November 15, 1861.

SIR: In obedience to your order of this date, I have the honor to make the following report :

On Monday, the 4th, this vessel entered Port Royal, and sounded the channel until within three miles of Bay Point, when we were signalled from the Ottawa to return and anchor, which we did at 4 p. m., near her, about a mile further out, and a cable's length nearer the batteries. The fleet, generally, at this time, were standing in and anchoring. An hour later three rebel steamers approached us, and opened fire with rifled guns, but at a distance which proved ineffective. The Ottawa, Pembina, and this vessel got under way, and standing in at an angle allowing our heavy guns to bear, drove them before us. At sunset we returned, and anchored as before.

At daylight on Tuesday several rebel steamers again attacked us; we got under way, and obeying signals from the Ottawa, accompanied her, with the Pembina, Curlew, Isaac Smith, and afterwards the Pawnee, drove them until we were within a cross-fire of the batteries of Hilton Head and Bay Point, both opening upon us. No material damage was sustained. A heavy shell or shot, probably, struck the vessel on the port side, but I have been unable to find it, and probably will not until we get in a sea way; our rigging was struck three times. The object being effected, that of ascertaining the strength of the rebel batteries, we returned and anchored, as before, at about half-past eight.

Two or three hours after the rebel steamers again approached us; and finding that they were within range, I had the satisfaction of firing an 11-inch shell at the flag-ship, which was seen from aloft, as well as by several persons on deck, to strike just abaft the starboard wheel-house. The vessel put into Bay Point, and on returning, or rather showing herself in the afternoon, had a large white plank forward of the port wheel-house, probably where the shell went out.

On the morning of the 7th, obeying signal, we took position assigned us in the line, and passing up delivered our fire at Bay Point, and on arriving out of fire of the batteries made chase, as directed by instructions, to the rebel steamers; they being river boats, soon left us, and I had the chagrin of having wasted several shells at them at ineffective distance.

Returning to the attack on Hilton Head, we passed so near to the shore as to be fired upon by riflemen, who kept quiet on being fired on by our Parrott 20-pounder. From an enfilading position we began with ten-second fuzes, and closing up found ourselves within effective five-second range. At to the latter part of the action we were within howitzer range, and were using both howitzers effectively, as well as 11-inch gun and Parrott 20-pounder.

During the engagement we fired sixty-three 11-inch shells, nine with fifteen-second fuzes, twenty-eight with ten-second fuzes, and twenty-six with five-second fuzes. Thirty-three projectiles from the Parrott gun were also fired, and twelve 24-pound shrapnel.

I am sorry to say that the Parrott shell appears defective; its flight was wild, and range short. As I fired once myself, I know they were not to be depended on, and the captain of the gun was much disappointed at his results.

During the engagement an officer was kept at the masthead, whose duty it was to report our firing, by which we were governed. I have therefore reason to believe that our fire was effective.

Few of our crew have served before in a vessel of war; and as we went into commission only three weeks before the engagement, Mr. Sproston, the first lieutenant of the vessel, fired nearly all the 11-inch shells with his own hands; of him, as well as of the officers and crew generally, I have to express my warmest commendations, and my surprise that amidst such a shower of shot and shells we received no damage.

I am, very respectfully, your obedient servant,

DANIEL AMMEN,

Lieutenant Commanding Seneca.

Flag-Officer SAMUEL F. DUPONT,

Commanding Southern Atlantic Blockading Squadron.

UNITED STATES STEAMER PAWNEE,

Port Royal Harbor, South Carolina November 8, 1861.

SIR: The following are the damages sustained by this vessel in the engagement of yesterday, viz: One 42-pounder shot, starboard quarter, at water-line, one 18 above; these two shots cut four of the frame timbers, passed through the wardroom, knocking down bulkhead, and demolishing drawers and bureau of the second room; also sideboard in wardroom, and iron safe, knocking in a panel in the opposite room, and partly destroying the bureau; one of them struck the deck above, raising two planks, and passed through a panel into the master's room. One round shot passed through the launch's chock, on the starboard side, through the launch, breaking the spare topmast, and out through the port bulwarks. One passed through starboard forward port, striking the chase of No. 1 gun, then upper sill of port and the cap square, breaking the trunion of the starboard forward gun. One passed through the bulwarks three feet forward of starboard forward gun, tearing off large splinters, struck the coamings of fore hatch, and fell. One, port side amidships at water-line, did not penetrate. One grazed the fore yard, and one cut the maintop-gallant yard rope.

All the injuries to the crew were made by splinters.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN,

Lieutenant Commanding.

Flag-Officer S. F. DUPONT,

Commanding United States South Atlantic Blockading Squadron.

UNITED STATES STEAMER PAWNEE,

Port Royal Entrance, S. C., November 7, 1861.

SIR: I have the honor to enclose herewith the report of the surgeon of this vessel of the casualties resulting from this day's engagement.

As we have no chaplain on board, will you be pleased to give directions regarding the burial of our dead?

I would here mention that all this ship's company—officers and crew—have behaved with the greatest energy and coolness.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN, U. S. N.,

Lieutenant Commanding United States Steamer Pawnee.

Flag-Officer S. F. DuPONT,

Commanding United States Southern Atlantic Squadron.

UNITED STATES STEAMER PAWNEE,

Port Royal entrance, South Carolina, November 7, 1861.

SIR: I have to report the following casualties, resulting from the engagement to-day:

Killed, 1—John Kelly, ordinary seaman; chest crushed by splinters from a round shot.

Severely wounded, 1—Wm. H. Fitzhugh, 1st class boy, leg crushed by splinters, involving amputation.

Slightly wounded, 3—Mr. Alfred Washburn, master's mate, head and back bruised by splinters; Jacob Hahn, boy, head contused; Patrick Quinn, ordinary seaman, foot torn by splinters.

Respectfully, your obedient servant,

F. M. GUNNELL, *Surgeon.*

R. H. WYMAN, *Lieut. Commanding.*

UNITED STATES STEAMER PAWNEE,

Port Royal Harbor, South Carolina, November 8, 1861.

SIR: Wm. H. Fitzhugh, 1st class boy, (contraband,) reported yesterday as having received a severe fracture of the leg from splinters, died last night.

I am, sir, very respectfully, your obedient servant,

R. H. WYMAN, U. S. N.,

Lieutenant Commanding.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron.

UNITED STATES GUNBOAT OTTAWA,

Off Hilton Head, November, 1861.

SIR: I have the honor to report that as soon as the Ottawa, under my command, could take up her position in the order of battle, I weighed anchor, following in the wake of our leading vessel. When abreast of Bay Point battery, finding that our 11-inch gun was doing good execution, I stopped the engine to engage it, and threw about a dozen shells in and about the fortifications; discovering, however, that we were under a cross-fire, I steamed up to take distance, in the order assigned. About this time a 32-pound shot struck the Ottawa in the port waist, just abaft the pivot-gun, (11-inch,) wounding severely Mr. Kerne, one of the acting masters, (who subsequently lost his leg by amputation,) one other man seriously, and four others slightly, and doing considerable damage to the deck of the vessel, the coamings of the forward coal-bunker hatch, and splitting two of the upper deck beams. Discovering, as we ranged up with the fort on Hilton Head, that we occupied an enfilading posi-

tion, I continued to occupy it until the enemy deserted their batteries, when, being nearest to them, I signalized the same to the flag-ship and stopped firing, about five hundred yards from the fort. While engaging at a distance of about 1,000 yards, and when within 300 yards of the beach of Hilton Head, some of the riflemen of the enemy commenced firing upon us, when we opened with the howitzers charged with shrapnels, and quickly dispersed them.

It only remains for me to notice the good conduct, coolness and gallantry of both officers and men upon the occasion, who behaved with the steadiness of veterans, and to commend them to your favorable notice, and the notice of the department, as worthy supporters of the cause we have espoused.

Very respectfully,

T. H. STEVENS,

Lieutenant Commanding, U. S. N.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron.

UNITED STATES GUNBOAT PEMBINA,

Port Royal, November 15, 1861.

SIR: In obedience to your order of to-day, I forward herewith a report of the part taken by this vessel in the action of the 7th instant.

November 7, 9.30 a. m., got under way, in obedience to signal from flag-ship, and took station assigned at 10.05. Commenced firing at Bay Point batteries from 11-inch gun and 20-pound rifle, using 15-second fuzes from the former and percussion shell from the latter. The first appeared to burst with great precision, but the shells from the rifle were very uncertain. Passing the fire off Bay Point, closed up with Hilton Head batteries, and with little intermission remained engaged until 2.15 p. m., when the enemy were discovered leaving their battery. Ceased firing, ran down and reported the same to Flag-Officer DuPont,

I have no casualties to report among officers or crew, nor any injuries to the vessel, although much of the time under a heavy fire, most of their shot passing over us.

The conduct of the officers and men throughout the action was unexceptionable, all attending to their duty with a courage and coolness which were more to be admired as it was their first time under fire.

I am, respectfully, your obedient servant,

J. P. BANKHEAD,

Lieutenant Commanding.

Flag-Officer S. F. DuPONT,

Com. South Atlantic Block. Squadron, U. S. S. Wabash.

UNITED STATES STEAMER ISAAC SMITH,

Port Royal bay, South Carolina, November 15, 1861.

SIR: On Thursday, November 7, this vessel, with the Vandalia in tow astern, passed the batteries at Hilton Head and Bay Point twice. At noon a shot from Bay Point battery struck the foregaff, cutting it in two; this was the only damage sustained, the enemy throwing their shot directly over and beyond

us. I fired from the Parrott 30-pounder 28 shells at the batteries and 3 at the rebel steamers to the northward. In all, 31 shells.

Officers and crew behaved with perfect coolness during the action.

I am, respectfully, your obedient servant,

J. W. NICHOLSON,

Lieutenant Commanding.

Flag-Officer SAMUEL F. DUPONT, U. S. N.,

Commanding South Atlantic Blockading Squadron.

UNITED STATES STEAMER R. B. FORBES,
Port Royal bay, South Carolina, November 8, 1861.

SIR I have the honor to report to you that, after performing the duty assigned to me yesterday, I hastened to join the squadron, my pilot refusing to bring me nearer to the scene of action. I soon discovered the battery abreast of me and quite near. I commenced firing. Several shells were fired near and around us. I then took my position as ordered, and fired forty-three shells from our rifled guns, but few falling short of the battery. In firing the Cochran shell several jammed in the bore of both guns, although well greased before entering them. I had no difficulty in using the Hotchkiss shells. A flag-staff on shore was shot away. Every officer and man acted with coolness and laudable spirit.

I have the honor to be your most obedient servant,

HENRY S. NEWCOMB,

Lieutenant Commanding.

Flag-Officer S. F. DUPONT,

Commanding South Atlantic Squadron.

UNITED STATES STEAMER PENGUIN,
*South Atlantic Squadron, Port Royal, S. C., November 8, 1861.**

SIR: I have the honor to report that yesterday a. m., in conformity to signal by the flag-ship, I weighed anchor, took position, as prescribed, in line of battle, and followed the leading vessel into action.

Having shifted over one gun from the port to the starboard side, I was enabled to present three guns on that broadside. These, together with the 12-pounder Dahlgren rifle gun on the forecastle, were served throughout the engagement with remarkable precision and coolness by their respective crews.

When abreast the rebel batteries, a shot from the one located at Hilton Head entered the steam-drum above the spar deck. Out rushed the steam, and the engine stopped. Soon after a 32-pound round shot, from the Bay Point battery, struck a skylight on the quarter deck, and buried itself deeply into an oak bitt-head on the port side, after carrying away the tiller chain on that side. We were promptly taken in tow by the United States steamer Augusta, to whose commander I feel indebted for the efficient manner in which he afterwards brought us under fire upon every favorable occasion. Acting Master Harris, who had charge of the gun deck division, Paymaster Wood, in charge of powder division, the engineer, and other officers, behaved with deliberate energy throughout.

To "Divine Providence" we all give thanks for our preservation from the slightest bodily injury, and especially when we reflect that had the boiler been penetrated a short distance lower the loss of life from the escape of the steam must have been serious.

With the greatest admiration at the splendid manner with which your flagship was fought and handled, and duly grateful to those through whose favor I was allowed to participate in a *victory*, the result of which must be so glorious and important to the cause we serve,

I remain, very respectfully, your obedient servant,

THOMAS A. BUDD,

Acting Lieutenant Commanding U. S. Steamer Penguin.

Flag-Officer S. F. DuPONT, U. S. N.,

Commanding South Atlantic Squadron.

UNITED STATES STEAMER CURLEW,
Off Hilton Head, Port Royal, November 12, 1861.

SIR: I have the honor to report that this vessel sustained no damage or loss during the reconnoissance on the 5th instant, or during the general attack upon the enemy's batteries at Hilton Head and Bay Point, except in the fracture of the Parrott 20-pounder within eighteen inches of the muzzle. All the fragments were carried overboard, leaving a ragged end, which disabled the gun for further service.

The tubes of the condenser and several of the flues of two of the boilers were started by the concussions of our own battery, causing them to leak so seriously that repairs are necessary.

One hundred and two solid shot, twelve 15-second shell, and twenty-one 10-second shell were fired during the general attack.

I have the honor to be, sir, your obedient servant,

PEN. G. WATMOUGH,

Acting Lieutenant Commanding.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron.

FLAG-SHIP WABASH,
Port Royal Harbor, November 12, 1861.

SIR: I beg leave to enclose to the department the reports of Lieutenant Commanding Ammen and Lieutenant Sproston, which I trust will be found interesting. Also the report of Lieutenant Commanding Collins, and a copy of my instructions to him in relation to the investment of Beaufort.

Respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

UNITED STATES GUNBOAT SENECA,
Hilton Head, November 9, 1861.

SIR: I have the honor to report that, in obedience to your order of this morning, I left Hilton Head at noon, accompanied by Lieutenant Commanding Bankhead, in the Pembina, and Lieutenant Commanding Watmough, in the Curlew.

We proceeded up Beaufort river prepared for action, but found the banks deserted except by squads of negroes, who appeared to regard us with curiosity and fear.

On reaching the upper end of a small marsh island within half a mile of Beaufort, we observed the hasty departure of many persons; and not seeing the light-boats, which was the principal object of the expedition, I sent Lieutenant Sproston on shore with a flag of truce to communicate with the authorities, if any could be found, and assure the inhabitants that all persons who were not in arms would be respected.

Lieutenant Sproston, whose report is appended, returned with a Mr. Allen, who appeared overcome with fear or drink. After stating to him the assurances which you directed me to give peaceable inhabitants, I sent him on shore, and directed the return of the vessel to your anchorage.

Coming down we were boarded by a boat's crew of negroes, who stated that many of them had been shot by their masters. I informed them that we had not come for the purpose of taking them from their masters, nor of making them continue in a state of slavery; that they were free to go to Beaufort or to Hilton Head.

They said they would go to Beaufort to make some arrangements, and thought that all of the blacks would come in to avoid being murdered.

Not knowing the channel way we grounded at the upper end of the marsh island, within half a mile of Beaufort, and got off after an hour's delay, and with the assistance of Lieutenant Commanding Watmough, of the Curlew.

In the meantime the Pembina, in endeavoring to turn the lower end of the same island, in order to come around the main channel way, grounded also, and the tide falling she could not be got off during this tide. I therefore directed the Curlew, Lieutenant Commanding Watmough, to remain by her and aid in getting her off at next high tide.

Very respectfully, your obedient servant,

DAN. AMMEN,
Lieutenant Commanding Seneca.

Flag-Officer S. F. DuPONT,
Commanding Southern Atlantic Blockading Squadron.

UNITED STATES STEAMER SENECA,
Beaufort, South Carolina.

SIR: In obedience to your orders I landed in the town of Beaufort, and found the place deserted by every inhabitant with the exception of two, one of whom I was conducted to by the negroes, who were rejoiced to see me, crowding, came in large numbers, and cheering the flag. They told me that their masters had been firing at them and driving them back in the woods to prevent their communicating with the United States forces, and I judged from their manner that they would commit any act of retaliation that opportunity offered. They also stated that the forces formerly occupying St. Phillip's fortifications with the Beaufort artillery had retired to Port Royal Ferry, two miles distant from the town.

Mr. Allen, an old inhabitant of the place, but northern by birth, met me at the entrance of his store, much agitated, and holding a flag of truce in his hands. He said, and I witnessed its confirmation, that the negroes were perfectly wild, breaking into every building, and destroying or carrying off all portable property, and that the light-boats had been burned immediately after the surrender of the batteries.

Mr Wilcox, another resident of the place, was said to be in the town, but I did not find him. So I brought Mr. Allen on board.

An intelligent mulatto boy dismounted from a horse he was riding, and coming towards me, said : "The whole country have left, sir, and all the soldiers gone to Port Royal Ferry ;" "they did not think that you could do it, sir."

On close inquiry I judged that there must be at Port Royal Ferry at this time, or the time of the negro's departure from there this morning, about a thousand troops and the Beaufort artillery.

Very respectfully, your obedient servant,

J. GLENDY SPROSTON.

Lieutenant Commanding.

Lieutenant D. AMMEN, U. S. N.,

Commanding United States Gunboat Seneca.

FLAG-SHIP WABASH,

Port Royal Harbor, November 10, 1861.

SIR : It has been reported to me by Lieutenant Commanding Ammen that, on taking possession of the town of Beaufort, under my orders of the 8th instant, he found that most of the white inhabitants had abandoned the town, and that the negroes were committing excesses and destroying private property.

You will proceed, with the most convenient despatch, in the gunboat Unadilla, under your command, to Beaufort, where you will find the gunboat Pembina, (Lieutenant Commanding Bankhead,) and the gunboat Curlew, (Lieutenant Commanding Watmough,) and assume command of the station.

You will employ your forces in suppressing any excesses on the part of the negroes ; and you will take pains to assure the white inhabitants that there is no intention to disturb them in the exercise of their private rights, or in the enjoyment of their private property.

Acting on this principle of conduct, you will pursue any other measures that may tend to create confidence, to bring back the people to their houses, and to re-establish order.

You will please send Lieutenant Commanding Watmough to report to me tomorrow morning in person upon the actual state of things, and upon the steps you may have found it expedient to take.

Any information you may have it in your power to collect, concerning the state of the surrounding country, will be valuable.

Very respectfully your obedient servant.

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Lieutenant NAPOLEON COLLINS, U. S. N.,

U. S. Gunboat Unadilla, Port Royal Harbor.

UNITED STATES SHIP UNADILLA,

Beaufort, S. C., November 11, 1861.

1. SIR : Since the departure of the Seneca from this place the pillage has nearly ceased, owing to the judicious measures instituted by Lieutenants Commanding Bankhead and Watmough.

2. Upon my arrival here I visited the arsenal, and found therein apparatus belonging to one of the United States light-houses, also a quantity of powder, which I send down by the Curlew.

3. I have heard of some government channel buoys, not far from here, which I expect to secure to-day.

4. I do not consider the information derived from the negroes at all reliable, and, notwithstanding their subserviency, I think they are quite as likely to act in behalf of the rebels as the United States.

5. The force at Port Royal Ferry is variously represented to be from three to ten thousand. All accounts agree in stating that a large force is collecting there.

6. Yesterday Lieutenant Commanding Bankhead saw at a distance two white men on horseback, whom he supposed to be scouts. They were riding very fast.

7. At 2½ o'clock this morning, during a dense fog, from six to eight musket shots were fired from the shore, immediately below the town. The balls were heard passing over the two other gunboats. Captain Bankhead supposed they were fired by rebel scouts. He was informed yesterday that it was the intention of the owners of houses here to send persons in to burn them.

8. As Mr. Luce returns to-day, leaving us without any one having knowledge of the river, I respectfully request that a pilot may be ordered up here.

I have the honor to be, very respectfully, your obedient servant,

N. COLLINS,

Lieutenant Commanding.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Blockading Squadron, Flag-Ship Wabash.

UNITED STATES GUNBOAT CURLEW,

Port Royal, S. C., November 17, 1861.

SIR: It affords me great pleasure to speak with praise of the general gallantry, coolness, and cheerfulness of the officers and men under my command during the several actions with the rebel squadron and batteries on the 4th, 5th, and 7th instant. Master H. E. Mullan, acting executive officer, rendered efficient service by his readiness and zeal. Acting Master C. A. Curtis, in charge of the battery of 32s, is deserving of all praise for the spirit he instilled the men with, and effectualness and accuracy of the divisional firing. Acting Master Robert Spavin's steadiness at the wheel merits commendation. Acting Master H. N. Parish, who had charge of the Parrott pivot-gun, disabled early in the action of the 7th by the enemy's shot, afterwards assisted with his crew at the broadside battery.

The paymaster, Wm. A. A. Kerr, acting as signal officer, by his coolness and watchfulness was of material assistance; he also kept a careful record of the incidents of the several actions. Messrs Emory, Swasey, McConnell, and Lloyds, engineers of the vessel, with great difficulties to contend against, in the general unfitness of engine, boilers, and condensing apparatus for such rough service, managed to carry us through the action, for which I was thankful.

Fortunately the readiness of our medical officer, Mr. Perucer, was not called upon. Master's Mate Duncan, acting as gunner, provided a bountiful supply of ammunition for the battery.

I have the honor to be, sir, your obedient servant,

PEN. G. WATMOUGH,

Acting Lieutenant Commanding.

Flag-Officer S. F. DuPONT,

Commanding South Atlantic Squadron.

Respectfully forwarded.

S. F. DUPONT, *Flag-Officer.*

NAVY DEPARTMENT,
November 16, 1861.

SIR: It is with no ordinary emotion that I tender to you and your command the heartfelt congratulations and thanks of the government and the country for the brilliant success achieved at Port Royal. In the war now waging against the government in this most causeless and unnatural rebellion that ever afflicted a country, high hopes have been indulged in the navy, and great confidence reposed in its efforts.

The results of the skill and bravery of yourself and others have equalled and surpassed our highest expectations.

To you and your associates, under the providence of God, we are indebted for this great achievement by the largest squadron ever fitted out under that flag which you have so gallantly vindicated, and which you will bear onward to continued success.

On the receipt of your despatches announcing the victory at Port Royal, the department issued the enclosed general order, which, with this letter, you will cause to be read to your command.

I am respectfully, &c.,

GIDEON WELLES.

Flag-Officer SAMUEL F. DUPONT,
Commanding South Atlantic Blockading Squadron.

GENERAL ORDER.

NAVY DEPARTMENT, November 13, 1861.

The department announces to the navy and to the country its high gratification at the brilliant success of the combined navy and army forces, respectively commanded by Flag-Officer S. F. DuPont and Brigadier General W. T. Sherman, in the capture of Forts Walker and Beauregard, commanding the entrance of Port Royal harbor, South Carolina.

To commemorate this signal victory, it is ordered that a national salute be fired from each navy yard at meridian on the day after the receipt of this order.

GIDEON WELLES,
Secretary of the Navy.

Flag-Officer DuPont's report concerning the marine battalion, November 15.

FLAG-SHIP WABASH,
Port Royal Harbor, S. C., November 15, 1861.

SIR: I avail myself of the first moment of leisure to transmit to you the report of Major John George Reynolds, commanding the battalion of marines attached to my squadron, in which he relates all the circumstances attending the loss of the chartered steamer Governor, and the rescue of himself and his command by the frigate Sabine, Captain Ringgold.

The department will find this report exceedingly interesting, and will be gratified to learn that the conduct of the officers and of nearly all the men of the battalion was such as to command Major Reynolds's approval, as it will, I doubt not, receive the favorable notice of the department.

The established reputation and high standing of Major Reynolds might almost

dispense with any observations of my own upon the bravery and high sense of honor which he displayed in disputing with Mr. Weidman (though not a seaman) the privilege of being the last to leave the wreck.

I have the honor to be, sir, respectfully, your obedient servant,

S. F. DUPONT,

Flag-Officer Commanding South Atlantic Blockading Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

UNITED STATES SHIP SABINE,

At sea, November 8, 1861.

SIR: I have the honor to report that the marine battalion under my command left Hampton Roads on transport steamboat Governor on the morning of Tuesday, the 29th of October, with the other vessels of the fleet, and continued with them near the flag-ship Wabash until Friday, the 1st of November.

On Friday morning, about 10 o'clock, the wind began to freshen, and by 12 or 1 blew so violently that we were obliged to keep her head directly to the wind, and thereby leave the squadron, which apparently stood its course. Throughout the afternoon the gale continued to increase, though the Governor stood it well until about 4 o'clock. About this time we were struck by two or three heavy seas which broke the port hog-brace in two places, the brace tending inward. This was immediately followed by the breaking of the hog-brace on the starboard side. By great exertions on the part of the officers and men of the battalion, these braces were so well stayed and supported that no immediate danger was apprehended from them. Up to this time the engine worked well. Soon after the brace chains which supported the smoke-stack parted, and it went overboard. Some three feet of it above the hurricane deck remained, which enabled us to keep up the fires. Soon after the loss of the smoke-stack the steam-pipe burst. After this occurrence we were unable to make more than fourteen pounds of steam, which was reduced, as soon as the engine commenced working, from three to five pounds. The consequence was, we had to stop the engine frequently in order to increase the head of steam. At this period the steamer was making water freely, but was easily kept clear by the pumps of the engine whenever it could be worked. About 5 o'clock we discovered a steamer with a ship in tow, which we supposed to be the Ocean Queen. To attract attention we sent up rockets, which signals she answered. When our rockets, six in all, were gone, we kept up a fire of musketry for a long time, but the sea running high and the wind being violent she could render us no assistance. She continued on her course in sight the greater part of the night. About 3 o'clock Saturday morning the packing around the cylinder head blew out, rendering the engine totally useless for some time. The engine was finally put in running order, although it went very slowly. The rudder chain was carried away during the night, the water gaining constantly on us, and the boat laboring violently. At every lurch we apprehended the hog-braces would be carried away, the effect of which would have been to tear out the whole starboard side of the boat, collapse the boiler, and carry away the wheel-house. Early in the morning the rudder head broke, the engine was of very little use, the water still gaining on us rapidly, and we entirely at the mercy of the wind. It was only by the untiring exertions of our men that we were kept afloat; nearly one hundred of them were kept constantly pumping and bailing, and the rest were holding fast the ropes which supported the hog-braces. Towards morning the weather, which during the night had been dark and rainy, seemed to brighten and the wind to lull. At daybreak two vessels were seen on our starboard bow, one of which proved to be the

United States steamer Isaac P. Smith, commanded by Lieutenant J. W. A. Nicholson, of the navy. She descried our signal of distress, which was ensign half-mast, Union down, and stood for us. About 10 o'clock we were hailed by the Smith and given to understand that, if possible, we would all be taken on board. A boat was lowered from her and we were enabled to take a hawser. This, through the carelessness of Captain Litchfield, of the Governor, was soon cut off, or unavoidably let go. The water was still gaining on us. The engine could be worked but little, and it appeared our only hope of safety was gone. The Smith now stood off, but soon returned, and by one o'clock we had another hawser from her and were again in tow. A sail (the propeller bark Young Rover) which had been discovered on our starboard bow during the morning was soon within hailing distance. The captain proffered all the assistance he could give, though at the time he could do nothing, owing to the severity of the weather. The hawser from the Smith again parted, and we were once more adrift. The Young Rover now stood for us again, and the captain said he would stand by us to the last, for which encouragement he received a heartfelt cheer from the men. He also informed us a large frigate, was ahead standing for us. He then stood for the frigate, made signals of distress, and returned. The frigate soon came into view, and hope once more cheered the hearts of all on board the transport. Between 2 and 3 o'clock the United States frigate Sabine (Captain Ringgold) was within hail, and the assurance given that all hands would be taken on board. After a little delay, the Sabine came to anchor. We followed her example, and a hawser was passed to us. It was now late in the day, and there were no signs of an abatement of the gale. It was evident that whatever was to be done for our safety must be done without delay. About 8 or 9 o'clock the Sabine had payed out enough chain to bring her stern close to our bow. Spars were rigged out over the stern of the frigate, and every arrangement made for whipping our men on board, and some thirty men were rescued by this means. Three or four hawsers and an iron stream cable were parted by the plunging of the vessels. The Governor, at this time, had three feet water, which was rapidly increasing. It was evidently intended by the commanding officer of the Sabine to get the Governor alongside, and let our men jump from the boat to the frigate. In our condition this appeared extremely hazardous. It seemed impossible for us to strike the frigate without instantly going to pieces. We were, however, brought alongside, and some forty men succeeded in getting on board the frigate; one was crushed to death between the frigate and the steamer in attempting to gain a foothold on the frigate.

Shortly after being brought alongside the frigate, the starboard quarter of the Sabine struck the port bow of the Governor and carried away about twenty feet of the hurricane deck from the stem to the wheel-house. The sea was running so high, and we being tossed so violently, it was deemed prudent to slack up the hawser and let the Governor fall astern of the frigate, with the faint hope of weathering the gale till morning. All our provisions and other stores, indeed every movable article, were thrown overboard and the water casks started to lighten the vessel. From half-past three until daybreak the Governor floated in comparative safety, notwithstanding the water was rapidly gaining on her. At daybreak preparations were made for sending boats to our relief, although the sea was running high; and it being exceedingly dangerous for a boat to approach the guards of the steamer, in consequence, the boats laid off, and the men obliged to jump into the sea and then hauled into the boats. All hands were thus providentially rescued from the wreck, with the exception, I am pained to say, of one corporal and six privates, who were drowned or killed by the crush or contact of the vessels. Those drowned were lost through their disobedience of orders in leaving the ranks or abandoning their posts. After the troops were safely re-embarked, every exertion was directed to securing the arms, accoutrements, ammunition and other property which might have been

saved after lightening the wreck. I am gratified in being able to say nearly all the arms were saved and about half the accoutrements. The knapsacks, haversacks, and canteens were nearly all lost. About ten thousand rounds of cartridges were fortunately saved and nine thousand lost. Since being on board of this ship every attention has been bestowed by Captain Ringgold and his officers towards recruiting the strength of our men, and restoring them to such a condition as will enable us to take the field at the earliest possible moment. Too much praise cannot be bestowed upon the officers and men under my command—all did nobly. The firmness with which they performed their duty is beyond all praise. For forty-eight hours they stood at ropes, and passed water to keep the ship afloat. Refreshments in both eating and drinking were passed to them at their posts by non-commissioned officers. It is impossible for troops to have conducted themselves better under such trying circumstances. The transport continued to float some hours after she was abandoned, carrying with her when she sunk, I am grieved to say, company books and staff returns. In order to complete the *personnel* of the battalion, I have requested Captain Ringgold to meet a requisition for seven privates, to which he has readily assented. I considered this requisition in order, as I have been informed by Captain Ringgold it is his intention, or orders were given for his ship, to repair to a northern port, in which event he can be easily supplied, and my command by the accommodation rendered complete, in order to meet any demand you may make for our services.

Under God we owe our preservation to Captain Ringgold and the officers of the Sabine, to whom we tender our heartfelt thanks for their untiring labors while we were in danger, and their unceasing kindness since we have been on board the frigate.

This report is respectfully submitted.

I am, commodore, very respectfully, your obedient servant,

JOHN GEO. REYNOLDS;

Comm'g Batt. Marines, Southern Division.

Flag-Officer SAMUEL F. DUPONT,

Comm'g U. S. Naval Expedition, Southern Coast, U. S. N. America.

Flag-Officer DuPont's report of the taking of Tybee island, Ga., November 25.

FLAG-SHIP WABASH,

Port Royal Harbor, S. C., November 25, 1861.

SIR: I have the honor to inform the department that the flag of the United States is flying over the territory of the State of Georgia.

As soon as the serious injury to the boilers of the Flag had been repaired, I despatched Commander John Rodgers to Tybee entrance, the mouth of Savannah river, to report to Commander Missroon, the senior officer, for a preliminary examination of the bars, and for the determination of the most suitable place for sinking the proposed obstructions to the navigation of the river.

Captain Rodgers was instructed to push his reconnoissance so far as to "form an approximate estimate of the force on Tybee island, and of the possibility of gaining access to the inner bar;" and, further, "if the information acquired by this reconnoissance should be important, to return and communicate it to me immediately."

I was not surprised when he came back and reported that the defences on Tybee island had probably been abandoned. Deeming it proper, however, to add the Seneca, Lieutenant Commanding Ammen, and Pocahontas, Lieutenant

Commanding Balch, to his force, I directed him to renew his approaches with caution, and, if no opposition was met with, to occupy the channel.

I am happy now to have it in my power to inform the department that the Flag, the Augusta, and the Pocahontas are at anchor in the harbor abreast of Tybee beacon and light, and that the Savannah has been ordered to take the same position.

The abandonment of Tybee island, on which there is a strong martello tower, with a battery at its base, is due to the terror inspired by the bombardment of Forts Walker and Beauregard, and is a direct fruit of the victory of the 7th.

By the fall of Tybee island, the reduction of Fort Pulaski, which is within easy mortar distance, becomes only a question of time.

The rebels have themselves placed sufficient obstructions in the river at Fort Pulaski, and thus by the co-operation of their own fears with our efforts the harbor of Savannah is effectually closed.

I have the honor to be, sir, respectfully, your most obedient servant,
S. F. DUPONT,

Flag-Officer Comm'g South Atlantic Block'g Squadron.

Hon. GIDEON WELLES,

Secretary of the Navy.

Acting Volunteer Lieutenant Rogers's report of the capture of the privateer schooner Beauregard, November 13.

UNITED STATES BARK W. G. ANDERSON,
Bahama Channel, November 13, 1861.

SIR: I last had the honor of addressing you under date of November 4, per schooner J. J. Spencer, enclosing abstract log of the United States bark W. G. Anderson to that date, and, to my regret, had nothing to report to the department of any moment.

I now have the gratification to inform you that we have been fortunate enough to capture the rebel privateer schooner Beauregard, 101 tons, of and from Charleston, seven days out, and manned by a captain, two lieutenants, purser, and twenty-three seamen—twenty-seven, all told—and carrying a rifled pivot-gun throwing a 24-pound projectile.

This occurred under the following circumstances: Since November 4 we have cruised along to the northward of the West India islands and passages, steering westerly without seeing but one sail. After standing to within seventy miles of the Hole in the Wall, we turned our head to eastward again, and on November 12, in latitude 26°.40, longitude 75°.42, at daylight, made a schooner running before the wind toward us. On approaching within four miles he suddenly hauled by the wind, and, as we noticed many men on his decks, we immediately made sail in chase, and in two hours brought her to under our lee, and ordered the captain on board with his papers. He brought a letter of marque from Jefferson Davis, which he surrendered with his vessel.

We put a prize-master and crew on board, and transferred the prisoners to our ship, placing them in double irons.

On boarding her the crew were found in a drunken state, committing all the destruction they could—throwing overboard the arms and ammunition, spiking the gun, and cutting the sails and rigging to pieces. She was otherwise in bad order and poorly found, and having but a short supply of water, of which we have none to spare, was in no condition to send to Boston.

Having twenty-seven prisoners, and no room for them on board the W. G. Anderson, I decided, as we were within three days' sail of Key West, to take

them and the vessel into that port and deliver them to the proper authorities, and thence return to my cruising ground. I also am desirous of procuring, if possible, some ballast, of which the bark is very much in need.

Trusting that my proceedings will meet with your approbation, I have the honor to be, respectfully, your obedient servant;

WILLIAM C. ROGERS,

A. V. Lieut. Commanding U. S. Bark W. G. Anderson.

Hon. GIDEON WELLES,

Secretary of the Navy.

No. 1.

Captain Charles Wilkes's report of the capture of Messrs. Slidell and Mason and their suites.

UNITED STATES STEAMER SAN JACINTO,

November 15, 1861.

SIR: I have written to you, relative to the movements of this ship, from Cienfuegos, on the south coast of Cuba. There I learned that Messrs. Slidell and Mason had landed on Cuba, and had reached the Havana from Charleston. I took in some sixty tons of coal and left with all despatch on the 26th of October to intercept the return of the Theodora; but on my arrival at the Havana, on the 31st, I found she had departed on her return, and that Messrs. Slidell and Mason, with their secretaries and families, were there, and would depart on the 7th of the month in the English steamer Trent for St. Thomas, on their way to England.

I made up my mind to fill up with coal and leave the port as soon as possible, to await at a suitable position on the route of the steamer to St. Thomas to intercept her and take them out.

On the afternoon of the 2d I left the Havana, in continuation of my cruise after the Sumter on the north side of Cuba. The next day, when about to board a French brig, she ran into us on the starboard side at the mainchains, and carried away her bowsprit and foretopmast, and suffered other damages. I enclose you herewith the reports of the officers who witnessed the accident. I do not feel that any blame is due to the officer in charge of this ship at the time the ship was run into; and the brig was so close when it was seen she would probably do so, that even with the power of steam, lying motionless as we were, we could not avoid it—it seemed as if designed.

I at once took her in tow and put an officer on board with a party to repair her damages; this was effected before night, but I kept her in tow until we were up with the Havana, and ran within about eight miles of the light, the wind blowing directly fair for her to reach port.

I then went over to Key West, in hopes of finding the Powhatan or some other steamer to accompany me to the Bahama Channel, to make it impossible for the steamer in which Messrs. Slidell and Mason were to embark to escape either in the night or day. The Powhatan had left but the day before, and I was therefore disappointed and obliged to rely upon the vigilance of the officers and crew of this ship, and proceeded the next morning to the north side of the Island of Cuba, communicated with the Sagua la Grande on the 4th, hoping to receive a telegraphic communication from Mr. Shufelt, our consul general, giving me the time of the departure of the steamer.

In this also I was disappointed, and ran to the eastward some ninety miles, where the old Bahama Channel contracts to the width of fifteen miles, some

two hundred and forty miles from the Havana, and in sight of the Paredon del Grande light-house. There we cruised until the morning of the 8th awaiting the steamer, believing that if she left at the usual time she must pass us about noon of the 8th, and we could not possibly miss her. At 11.40 a. m. on the 8th her smoke was first seen; at 12 m. our position was to the westward of the entrance into the narrowest part of the channel, and about nine miles northeast from the light-house of Paredon del Grande, the nearest point of Cuba to us. We were all prepared for her, beat to quarters, and orders were given to Lieutenant D. M. Fairfax to have two boats manned and armed to board her and make Messrs. Slidell, Mason, Eustis, and McFarland prisoners, and send them immediately on board. (A copy of this order to him is herewith enclosed.) The steamer approached and hoisted English colors, our ensign was hoisted, and a shot was fired across her bow; she maintained her speed and showed no disposition to heave-to; then a shell was fired across her bow, which brought her to. I hailed that I intended to send a boat on board, and Lieutenant Fairfax, with the second cutter of this ship, was despatched. He met with some difficulty, and remaining on board the steamer with a part of the boat's crew, sent her back to request more assistance: the captain of the steamer having declined to show his papers and passenger list, a force became necessary to search her. Lieutenant James A. Greer was at once despatched in the third cutter, also manned and armed.

Messrs. Slidell, Mason, Eustis, and McFarland were recognized and told they were required to go on board this ship. This they objected to until an overpowering force compelled them: much persuasion was used and a little force, and at about two o'clock they were brought on board this ship and received by me. Two other boats were then sent to expedite the removal of their baggage and some stores, when the steamer, which proved to be the Trent, was suffered to proceed on her route to the eastward, and at 3.30 p. m. we bore away to the northward and westward. The whole time employed was two hours and thirteen minutes.

I enclose you the statements of such officers who boarded the Trent, relative to the facts, and also an extract from the log-book of this ship.

It was my determination to have taken possession of the Trent, and sent her to Key West as a prize, for resisting the search and carrying these passengers, whose character and objects were well known to the captain; but the reduced number of my officers and crew, and the large number of passengers on board, bound to Europe, who would be put to great inconvenience, decided me to allow them to proceed.

Finding the families of Messrs. Slidell and Eustis on board, I tendered them the offer of my cabin for their accommodation to accompany their husbands; this they declined, however, and proceeded in the Trent.

Before closing this despatch I would bring to your notice the notorious action of her British Majesty's subjects, the consul general of Cuba and those on board the Trent, in doing everything to aid and abet the escape of these four persons, and endeavoring to conceal their persons on board. No passports or papers of any description were in possession of them from the federal government; and for this and other reasons which will readily occur to you I made them my prisoners, and shall retain them on board here until I hear from you what disposition is to be made of them.

I cannot close this report without bearing testimony to the admirable manner in which all the officers and men of this ship performed their duties, and the cordial manner in which they carried out my orders.

To Lieutenant Fairfax I beg leave to call your particular attention for the praiseworthy manner in which he executed the delicate duties with which he was intrusted; it met and has received my warmest thanks.

After leaving the north side of Cuba I ran through the Santaren passage and

up the coast from off St. Augustine to Charleston, and regretted being too late to take a part in the expedition to Port Royal.

I enclose herewith a communication I received from Messrs. Slidell, Mason, Eustis, and McFarland, with my answer.

I have the honor to be, very respectfully, your obedient servant,

CHARLES WILKES,

Captain.

Hon. GIDEON WELLES,

Secretary of the Navy.

No. 2.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 8, 1861.

SIR: You will have the second and third cutters of this ship fully manned and armed, and be in all respects prepared to board the steamer Trent now hove-to under our guns.

On boarding her you will demand the papers of the steamer, her clearance from Havána; with the list of passengers and crew.

Should Mr. Mason, Mr. Slidell, Mr. Eustis, and Mr. McFarland be on board, you will make them prisoners, and send them on board this ship immediately, and take possession of her as a prize.

I do not deem it will be necessary to use force; that the prisoners will have the good sense to avoid any necessity for using it, but if they should, they must be made to understand that it is their own fault. *They must be brought on board.* All trunks, cases, packages, and bags belonging to them you will take possession of, and send on board this ship. Any despatches found on the persons of the prisoners, or in possession of those on board the steamer, will be taken possession of also, examined, and retained, if necessary.

I have understood that the families of these gentlemen may be with them. If so, I beg you will offer some of them, in my name, a passage in this ship to the United States, and that all the attention and comforts we can command are tendered them, and will be placed in their service.

In the event of their acceptance, should there be anything which the captain of the steamer can spare to increase the comforts in the way of necessities or stores, of which a war vessel is deficient, you will please to procure them. The amount will be paid for by the paymaster.

Lieutenant James A. Greer will take charge of the third cutter, which accompanies you, and assist you in these duties.

I trust that all those under your command, in executing this important and delicate duty, will conduct themselves with all the delicacy and kindness which becomes the character of our naval service.

I am, very respectfully, your obedient servant,

CHARLES WILKES,

Captain.

Lieutenant D. M. FAIRFAX, U. S. N.,

Executive officer, San Jacinto.

No. 3.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 11, 1861.

GENTLEMEN: You will report to me in writing all the facts which transpired under your observation on board the mail steamer Trent, bound from Havana to St. Thomas, whilst hove-to under our guns on the 8th instant, and boarded by you under my orders.

I am, respectfully, your obedient servant,

CHARLES WILKES,

Captain.

Lieutenant D. M. FAIRFAX; Lieutenant JAS. A. GREER; Second Assistant Engineer JAMES B. HOUSTON; Third Assistant Engineer GEO. W. HALL; Paymaster's Clerk R. G. SIMPSON; Master's Mate CHARLES B. DAHLGREN; Boatswain H. P. GRACE, *United States Navy.*

No. 4.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 12, 1861.

SIR: At 1.20 p. m., on the 8th instant, I repaired alongside of the British mail packet in an armed cutter, accompanied by Mr. Houston, second assistant engineer, and Mr. Grace, the boatswain.

I went on board the Trent alone, leaving the two officers in the boat with orders to await until it became necessary to show some force.

I was shown up by the first officer to the quarter deck, where I met the captain and informed him who I was, asking to see the passenger list. He declined letting me see it. I then told him that I had information of Mr. Mason, Mr. Slidell, Mr. Eustis, and Mr. McFarland having taken their passage at Havana in the packet to St. Thomas, and would satisfy myself whether they were on board before allowing the steamer to proceed. Mr. Slidell, evidently hearing his name mentioned, came up to me and asked if I wanted to see him. Mr. Mason soon joined us, and then Mr. Eustis and Mr. McFarland, when I made known the object of my visit. The captain of the Trent opposed anything like the search of his vessel, nor would he consent to show papers or passenger list. The four gentlemen above mentioned protested also against my arresting and sending them to the United States steamer near by. There was considerable noise among the passengers just about this time, and that led Mr. Houston and Mr. Grace to repair on board with some six or eight men, all armed. After several unsuccessful efforts to persuade Mr. Mason and Mr. Slidell to go with me peaceably, I called to Mr. Houston and ordered him to return to the ship with the information that the four gentlemen named in your order of the 8th instant were on board, and force must be applied to take them out of the packet.

About three minutes after there was still greater excitement on the quarter deck, which brought Mr. Grace with his armed party. I however deemed the presence of any armed men unnecessary, and only calculated to alarm the ladies present, and directed Mr. Grace to return to the lower deck, where he had been since first coming on board. It must have been less than half an hour after I boarded the Trent when the second armed cutter, under Lieutenant Green, came alongside, (only two armed boats being used.) He brought in the third cutter

eight marines and four machinists, in addition to a crew of some twelve men. When the marines and some armed men had been formed just outside of the main deck cabin, where these four gentlemen had gone to pack up their baggage, I renewed my efforts to induce them to accompany me on board—still refusing to accompany me unless force was applied. I called in to my assistance four or five officers, and first taking hold of Mr. Mason's shoulder, with another officer on the opposite side, I went as far as the gangway of the steamer, and delivered him over to Lieutenant Greer, to be placed in the boat. I then returned for Mr. Slidell, who insisted that I must apply considerable force to get him to go with me; calling in at last three officers, he also was taken in charge and handed over to Mr. Greer. Mr. McFarland and Mr. Eustis, after protesting, went quietly into the boat. They had been permitted to collect their baggage, but were sent in advance of it under charge of Lieutenant Greer. I gave my personal attention to the luggage, saw it put in a boat and sent in charge of an officer to the San Jacinto.

When Mr. Slidell was taken prisoner a great deal of noise was made by some of the passengers, which caused Lieutenant Greer to send the marines into the cabin. They were immediately ordered to return to their former position outside. I carried out my purpose without using any force beyond what appears in this report. The mail agent, who is a retired commander in the British navy, seemed to have a great deal to say as to the propriety of my course, but I purposely avoided all official intercourse with him. When I finally was leaving the steamer he made some apology for his rude conduct, and expressed personally his approval of the manner in which I had carried out my orders. We parted company from the Trent at 3.20 p. m.

Very respectfully; your obedient servant,

D. M. FAIRFAX,

Lieutenant and Executive officer.

Captain CHARLES WILKES, U. S. N.,

Commanding San Jacinto.

No. 5.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 12, 1861.

SIR: In accordance with your instructions, I submit the following. On November 8th, between 1 and 2 p. m., I was ordered by Lieutenant Breese, acting executive officer, to shove off with the 3d cutter, and go alongside of the English mail steamer, which was then lying-to under our guns. In the boat with me were Third Assistant Engineer Hall, Paymaster's Clerk Simpson, Master's Mate Dahlgren, one sergeant, one corporal, and six privates, of marines; four machinists and the crew, consisting of thirteen men, the whole party being well armed. When I arrived on the steamer I was met on the guard by Mr. Grace, with a message from Lieutenant Fairfax (who had preceded me on board) to bring the marines on board and station them outside of the cabin, which I did; also to keep the spare men on the guard, and to have the boat's crews in readiness to jump on board if needed. As soon as the marines were stationed, I had the space outside and forward of the cabin kept clear of passengers, and assumed a position where I could see Lieutenant Fairfax, who was then engaged in conversation with persons in the cabin. He shortly came out and told me to remain as I was. He then went back into the cabin, and in a few minutes returned with Mr. Mason. He had his hand on his shoulder, and I think Mr. Hall had his on the other one. He transferred Mr. Mason to me, and I had the third cutter hauled up, into which he got. Shortly after Mr. McFarland came out and got into the boat; I think he was unaccompanied by any of the officers.

About this time I heard a good deal of loud talking in the cabin, and above all I heard a woman's voice. I could not hear what she said. Mr. Fairfax appeared to be having an altercation with some one. There was much confusion created by the passengers and ship's officers, who were making all kinds of disagreeable and contemptuous noises and remarks.

Just then Mr. Houston came to me and said he thought there would be trouble. I told him to ask Mr. Fairfax if I should bring in the marines. He returned with an answer to bring them in. At that time I heard some one call out "shoot him." I ordered the marines to come into the cabin, which they did at quick time. As they advanced the passengers fell back. Mr. Fairfax then ordered the marines to go out of the cabin, which they did. Mr. Slidell at the same time jumping out of a window of a state-room into the cabin, where he was arrested by Mr. Fairfax, and was then brought by Mr. Hall and Mr. Grace to the boat, into which he got. Soon after Mr. Eustis came to the boat, accompanied by Mr. Fairfax. I then, by his order, took charge of the boat and conveyed the gentlemen arrested, viz: Messrs. Slidell, Mason, McFarland, and Eustis, to the San Jacinto, where I delivered them over to Captain Wilkes. This was about 2 o'clock. I then returned to the steamer; when I reached her the baggage of the gentlemen was being brought up and sent to the San Jacinto. Soon after Mr. Fairfax told me to send the marines and spare hands on board, which I did. He then left me in charge of our party and went on board the San Jacinto. About 3 o'clock she ran under the Trent's stern; I was hailed and directed to come on board, which I did with all excepting Mr. Grace, Mr. Dahlgren and Mr. Hall, who came in another boat.

Very respectfully, your obedient servant,

JAMES A. GREER, *Lieutenant.*

Captain C. WILKES,

Commanding San Jacinto.

P. S. I desire to add that it was about 1.35 p. m. when I went alongside the Trent. There were but two armed boats used during the day; a third boat, the crew of which were unarmed, went alongside during the detention. When I first went on board with the marines, and at intervals during my stay, the officers of the steamer made a great many irritating remarks to each other and to the passengers, which were evidently intended for our benefit. Among other things said were: "Did you ever hear of such an outrage?" "Marines on board! why, this looks devilish like mutiny." "These Yankees will have to pay well for this." "This is the best thing in the world for the South; England will open the blockade." "We will have a good chance at them now." "Did you ever hear of such a piratical act?" "Why, this is a perfect Bull's Run!" "They would not have dared to have done it if an English man-of-war had been in sight!" The mail agent, (a man in the uniform of a commander in the royal navy, I think,) was very indignant and talkative, and tried several times to get me into a discussion of the matter. I told him I was not there for that purpose. He was very bitter; he told me that the English squadron would raise the blockade in twenty days after his report of this outrage (I think he said outrage) got home; that the northerners might as well give up now, &c., &c. Most all the officers of the vessel showed an undisguised hatred for the northern people, and a sympathy for the Confederates. I will do the captain of the vessel the justice to say that he acted differently from the rest, being, when I saw him, very reserved and dignified. The officers and men of our party took no apparent notice of the remarks that were made, and acted with the greatest forbearance.

Respectfully,

JAS. A. GREER.

No. 6.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 13, 1861.

SIR: In obedience to your order of the 11th instant, I respectfully report:

That upon going alongside of the English steamer Trent, on the 7th of this month, Lieutenant Fairfax went on board, ordering the boatswain and myself to remain in the boat. A few minutes after this my attention was attracted by persons speaking in a loud and excited manner upon the steamer's upper deck. While considering its meaning the noise was repeated, which decided me to join Lieutenant Fairfax immediately on board, and found him surrounded by the officers of the ship and passengers, among whom I recognized Messrs. Mason, Slidell, and Eustis. The confusion at this time passes description. So soon, however, as he could be heard, the mail agent (who was a retired lieutenant or commander in the British navy) protested against the act of removing passengers from an English steamer. Lieutenant Fairfax requested Mr. Mason to go quietly to the San Jacinto, but that gentleman replied that he would "yield only to force;" whereupon I was ordered to our ship to report the presence of the above-named gentlemen, together with Mr. McFarland, and ask that the remainder of our force be sent to the Trent, after which I returned to her, and entering the cabin saw Mr. Fairfax endeavoring to enter Mr. Slidell's room, which was then prevented in a measure by the excitement which prevailed in and around that gentleman's quarters. The passengers (not including Mr. Mason, Slidell, Eustis, or McFarland) were disposed to give trouble; some of them went so far as to threaten, and upon Lieutenant Greer being informed by me of this fact, he ordered the marines to clear the passage-way of the cabin, but as Mr. Slidell had now come out of his state-room through the window, where we could get to him, the order to the marines was countermanded by Lieutenant Fairfax. Mr. Slidell was removed to the boat by Mr. Grace and myself, and no more force was used than would show what would be done in case of necessity. Mr. Mason was taken in charge of by Lieutenant Fairfax and Third Assistant Engineer Hall. The two secretaries walked into the boat by themselves.

While we were on board of the Trent many remarks were made reflecting discreditably upon us and the government of the United States. No one was more abusive than the mail agent, who took pains at the same time to inform us that he was the only person on board officially connected with her Britannic Majesty's government, who he said would, in consequence of this act, break the blockade of the southern United States ports. Another person, supposed to be a passenger, was so violent that the captain ordered him to be locked up. A short time before leaving the steamer I was informed by one of her crew that the mail agent was advising the captain to arm the crew and passengers of his ship, which I immediately communicated to Lieutenant Greer. About 3.30 p. m. we returned to the San Jacinto.

I am, respectfully, your obedient servant,

J. B. HOUSTON,

Second Assistant Engineer U. S. Steamer San Jacinto.

Captain CHARLES WILKES, *Commanding.*

No. 7.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 13, 1861.

SIR: In obedience to your order of the 11th instant, I respectfully make the following report of what came under my observation on board the mail steamer Trent whilst hove-to under our guns on the 8th instant:

I boarded the steamer in the third cutter, under the command of Lieutenant Greer. Immediately on reaching the steamer's deck I stationed four men, (an oiler, assistant oiler, and two firemen,) who accompanied me, in the port gangway. I then went into the cabin, where I saw Lieutenant Fairfax, surrounded by a large number of passengers and the officers of the ship. He was conversing with Mr. Mason, and endeavoring to get him to come peaceably on board this ship. Mr. Mason refused to comply unless by force, and taking hold of Mr. Mason's coat collar, gave an order, "Gentlemen, lay hands on him." I then laid hold of him by the coat collar, when Mr. Mason said he would yield under protest. I accompanied him as far as the boat, which was at the port gangway.

Returning to the cabin, Lieutenant Fairfax was at Mr. Slidell's room. After a short time Mr. Slidell came from his room through a side window. He also refused Lieutenant Fairfax's order to come on board this ship, unless by force. I, with several of the officers, then caught hold, and used sufficient power to remove him from the cabin. He was accompanied to the boat by Second Assistant Engineer Houston and Boatswain Grace. I then received an order from both Lieutenants Fairfax and Greer to retain the boat until Messrs. Eustis and McFarland were found. I remained in the gangway till Messrs. Mason, Slidell, Eustis, and McFarland shoved off, Lieutenant Greer having charge of the gentlemen.

There was a great deal of excitement and talking during the whole time, the officers of the steamer endeavoring particularly to thwart Lieutenant Fairfax in carrying out his orders. They also used very harsh expressions towards us, calling us pirates, piratical expedition, &c., and threatened to open our blockade in a few weeks. At one time the officers and passengers made a demonstration, at the moment the marine guard came hastily in the cabin, but were immediately ordered back by Lieutenant Fairfax.

As far as I am able to judge, everything was conducted on our part in a peaceable, quiet, and gentlemanly manner, and most remarkably so by Lieutenant Fairfax, who certainly had sufficient cause to resort to arms. I remained aboard the Trent till after the baggage belonging to the gentlemen had been sent, and finally returned to this ship with Lieutenant Greer.

Most respectfully, your obedient servant,

GEO. W. HALL,

Third Assistant Engineer, U. S. N.

Captain CHARLES WILKES,

Commanding U. S. Steamer San Jacinto.

No. 8.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 12, 1861.

SIR: In compliance with your order of yesterday, I have the honor to state the following: Between the hours of 1.30 and 2 p. m., on Friday, November 8, I boarded the mail steamer Trent in the 3d cutter, under the command of Lieu-

tenant James A. Greer, of this ship. Immediately after my arrival on board the Trent I was called into the cabin by Lieutenant Fairfax, who was endeavoring to persuade Mr. Mason to go peaceably on board the San Jacinto, which he obstinately refused to do, and said he would only go by force. Lieutenant Fairfax then said, "Gentlemen," (addressing the officers of this ship then present, Mr. George W. Hall, 3d assistant engineer; Mr. H. P. Grace, boatswain, and myself,) "lay your hands on Mr. Mason," which we accordingly did. Mr. Mason then said, "I yield to force," or words to that effect, when a gentleman alongside in uniform, apparently an officer of the Trent, said, "*under protest.*" Mr. Mason then said, "*I yield to force under protest, and will go.*" There was a great deal of excitement on board at this time, and the officers and passengers of the steamer were addressing us by numerous opprobrious epithets, such as calling us pirates, villains, traitors, &c., &c. The above occurred on the port side of the cabin. Immediately after I was ordered by Lieutenant James A. Greer to take charge on the starboard side, as some of our boats were coming alongside to take the personal effects of the prisoners. I remained there until 3.15 p. m., when I was ordered by Lieutenant James A. Greer to return on board the San Jacinto in charge of a portion of the prisoners' baggage.

I am, sir, very respectfully, your obedient servant,

ROBERT G. SIMPSON,
Paymaster's Clerk.

Captain CHARLES WILKES,
Commanding U. S. Steamer San Jacinto.

No. 9.

UNITED STATES STEAMER SAN JACINTO,
At sea, November 12, 1861.

SIR: In obedience to your order, I hereby state that I was one of those who boarded the Trent mail packet. Mr. Mason and Mr. McFarland stepped quietly into the boats, and were removed to the San Jacinto. Mr. Slidell, however, on a flat refusal to leave the ship in any other manner, was, by a gentle application of force, placed in the boat and removed.

Everything was conducted in an orderly, gentlemanly manner, as far as it came under my observation.

I remain your obedient servant,

CHARLES B. DAHLGREN,
Master's Mate.

Captain CHARLES WILKES.

No. 10.

UNITED STATES STEAMER SAN JACINTO,
At sea, November 12, 1861.

SIR: In obedience to your orders of the 12th instant, I have the honor to make the following statement:

On the 8th instant, about 1.30 p. m., I was ordered to accompany Lieutenant D. M. Fairfax, in the second cutter, to board the mail steamer Trent, then hove-to under the guns of the San Jacinto. Lieutenant Fairfax ordered Mr. Houston and myself to remain in the boat while he went on board. A few minutes after Mr. Fairfax boarded her we heard some loud talking on deck, and Mr. Houston

went on board to see if Mr. Fairfax needed assistance. He shortly returned and delivered Lieutenant Fairfax's order that I should come on board with the crew. I came on board, found Mr. Fairfax surrounded by ladies and gentlemen, and reported to him. He ordered me to remain in the gangway with the men. He was talking at the time with Mr. Mason, persuading him to come on board the San Jacinto without further force being used. Soon after another boat came alongside, in charge of Lieutenant James A. Greer. He went in the cabin. Soon afterwards Lieutenant Fairfax ordered me to wait on Mr. Slidell to the boat. At this order some of the passengers began to shout, and the marines rushed in the cabin, but Lieutenant Fairfax ordered them back to the gangway. I saw Mr. Slidell in the second cutter. Messrs. Mason, Eustis, and McFarland were in the boat. Mr. Greer returned with those gentlemen to the San Jacinto, and I was charged to bring the baggage and effects of the gentlemen on board the San Jacinto, which I did, and reported my return to Lieutenant Breese. All the officers of this ship that boarded her have been grossly abused by the officers and passengers of the mail steamer.

I am, sir, very respectfully, your obedient servant,

H. P. GRACE,
Boatswain U. S. Navy.

Captain CHARLES WILKES,
Commanding U. S. Steamer San Jacinto.

No. 11.

Copy from the log-book of the United States steamer San Jacinto, commanded by Captain Charles Wilkes, United States navy.

AT SEA, *Friday, November 8, 1861.*

From 8 a. m. to meridian: As per calculation, lying to off Paredon lights; at 10.30 a bark in sight to the eastward and a schooner to the northward; at 11.40 made out a steamer to the westward.

K. R. BREESE.

From meridian to 4 p. m.: Moderate breezes from the northward and eastward, and pleasant; at 12.55 beat to quarters, hoisted the colors and loaded the guns; at 1.05 fired a shot across the bows of the steamer in sight showing English colors; at 1.17, the steamer close on us and not stopping, fired another shot across her bows, at which she stopped; hailed her, and at 1.20 Lieutenant Fairfax, in the second cutter, with an armed crew, boarded the vessel; at 1.35 sent Lieutenant Greer, in the third cutter to the assistance of Mr. Fairfax; at 2 he returned, bringing Messrs. Slidell, Mason, Eustis, and McFarland, and then returned to the steamer; received on board the baggage of the above gentlemen and some stores for their use; ran to leeward of the steamer; at 3.20 she stood to the eastward; at 3.30 hoisted up our boats and stood to the northward and westward.

K. R. BREESE.

No. 12.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 9, 1861.

SIR: We desire to communicate to you, by this memorandum, the facts attending our arrest yesterday on-board the British mail steamer Trent, by your order, and our transfer to this ship.

We, the undersigned, embarked at Havana, on the 7th instant, as passengers on board the Trent, Captain Moir, bound to the Island of St. Thomas, the Trent being one of the regular mail and passenger line of the British Royal Mail Steamship Company, running from Vera Cruz, via Havana, to St. Thomas, and thence to Southampton, England. We paid our passage money for the whole route from Havana to Southampton to the British consul at Havana, who acts as the agent or representative of the said steamship company, Mr. Slidell being accompanied by his family consisting of his wife, four children, and a servant, and Mr. Eustis by his wife and servants.

The Trent left the port of Havana about 8 o'clock a. m. on the morning of the 7th instant, and pursued her voyage uninterruptedly until intercepted by the United States steamer San Jacinto, under your command, on the day following (the 8th instant) in the manner now to be related.

When the San Jacinto was first observed several miles distant the Trent was pursuing the usual course of her voyage along the old Bahama or Nicholas channel; was about two hundred and forty miles from Havana, and in sight of the light-house of Paradon Grande, the San Jacinto then lying stationary, or nearly so, about the middle of the channel, and where it was some fifteen miles wide, as since shown us on the chart, the nationality of the ship being then unknown. When the Trent had approached near enough for her flag to be distinguished it was hoisted at the peak and at the main, and so remained for a time. No flag was shown by the San Jacinto. When the Trent had approached within a mile of the San Jacinto, still pursuing the due course of her voyage, a shotted gun was fired from the latter ship across the course of the Trent, and the United States flag at the same time displayed at her peak. The British flag was again immediately hoisted, as before, by the Trent, and so remained. When the Trent had approached, still on her course, within from two to three hundred yards of the San Jacinto a second shotted gun was fired from your ship again across the course of the Trent. When the Trent got within hailing distance her captain inquired what was wanted. The reply was understood to be they would send a boat, both ships being then stationary, with steam shut off. A boat very soon put off from your ship, followed immediately by two other boats, with full crews, and armed with muskets and side-arms. A lieutenant in the naval uniform of the United States, and with side-arms, boarded the Trent, and, in the presence of most of the passengers then assembled on the upper deck, said to Captain Moir that he came with orders to demand his passenger list. The captain refused to produce it, and formally protested against any right to visit his ship for the purpose indicated. After some conversation, importing renewed protests on the part of the captain against the alleged object of the visit, and on the part of the officer of the San Jacinto that he had only to execute his orders, the latter said that two gentlemen (naming Mr. Slidell and Mr. Mason) were known to be on board, as also two other gentlemen, (naming Mr. Eustis and Mr. McFarland,) and that his orders were to take and carry them on board the San Jacinto. It should have been noted that on first addressing the captain the officer announced himself as a lieutenant of the United States steamer San Jacinto. The four gentlemen thus named being present, the lieutenant, ad-

dressing Mr. Slidell, and afterwards Mr. Mason, repeating that his orders were to take them, together with Mr. Eustis and Mr. McFarland, and carry them on board his ship, which orders he must execute. Mr. Slidell and Mr. Mason, in reply, protested, in the presence of the captain of the Trent, his officers and passengers, against such threatened violation of their persons and of their rights, and informed the lieutenant that they would not leave the ship they were in unless compelled by the employment of actual force greater than they could resist, and Mr. Eustis and Mr. McFarland united with them in expressing a like purpose. That officer stated that he hoped he would not be compelled to resort to the use of force, but if it would become necessary to employ it in order to execute his orders, he was prepared to do so. He was answered by the undersigned that they would submit to such force alone. The lieutenant then went to the gangway, where his boats were, the undersigned going at the same time to their state-rooms, on the deck next below, followed by Captain Moir and by the other passengers. The lieutenant returned with a party of his men, a portion of whom were armed with side-arms, and others, appearing to be a squad of marines, having muskets and bayonets. Mr. Slidell was at this time in his state-room, immediately by, and in full view. The lieutenant then said to Mr. Mason that, having his force now present, he hoped to be relieved from the necessity of calling it into actual use. That gentleman again answered that he would only submit to actual force greater than he could overcome, when the lieutenant and several of his men, by his order, took hold of him in a manner and in numbers sufficient to make resistance fruitless, and Mr. Slidell joining the group at the same time, one or more of the armed party took like hold of him, and those gentlemen at once went into the boat. During this scene many of the passengers became highly excited, and gave vent to the strongest expressions of indignation, seeming to indicate a purpose of resistance on their part, when the squad armed with muskets, with bayonets fixed, made sensible advance of one or two paces, with their arms at a charge. It must be added here, omitted in the course of the narration, that before the party left the upper deck an officer of the Trent, named Williams, in the naval uniform of Great Britain, and known to the passengers as having charge of the mails and accompanying them to England, said to the lieutenant that, as the only person present directly representing his government, he felt called upon, in language as strong and as emphatic as he could express, to denounce the whole proceeding as a piratical act.

Mr. Slidell and Mr. Mason, together with Mr. Eustis and Mr. McFarland, against whom force in like manner had been used, were taken to the San Jacinto as soon as they entered the boat. When they reached your ship you received them near the gangway, announcing yourself as Captain Wilkes, the commander of the ship, and conducted them to your cabin, which you placed at their disposal. When the undersigned came on board they found the men at their quarters, and the guns bearing on the Trent. After some time occupied in bringing on board our baggage and effects, the San Jacinto proceeded to the northward, through the Sautaren channel, the Trent having been detained from three to four hours.

The foregoing is believed to be a correct narrative in substance of the facts and circumstances attending our arrest and transfer from the British mail steamer to the ship under your command, and which we doubt not will be corroborated by the lieutenant present, as well as by all who witnessed them.

The incidents here given in detail may not have been witnessed by each one of the undersigned individually, but they were by one or more of them. As for the most part they did not pass under your notice, we have deemed it proper to present them in this form before you, expressing the wish that, if considered incorrect in any part, the inaccuracies may be pointed out.

. With a respectful request that you will transmit a copy of this paper to the

government of the United States, together with your report of the transaction, to facilitate which a copy is herewith enclosed,

We have the honor to be, very respectfully, your obedient servants,

JOHN SLIDELL.

J. M. MASON.

GEORGE EUSTIS.

J. E. MCFARLAND.

Captain WILKES,

U. S. Navy, Commanding San Jacinto.

No. 13.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 13, 1861.

GENTLEMEN: Your letter dated the 9th instant was handed to me yesterday. I shall transmit it, agreeably to your request, to the Hon. Secretary of the Navy, with my report of the transaction to which it refers.

In reply to your wish to have any inaccuracies it may contain pointed out, I deem it my duty to say the facts differ materially in respect to the time and circumstances.

1st. The facts in my possession are derived from the log-book, (the official record of the ship;) and 2d, from the reports, in writing, of all the officers who visited the Trent; all which will form a part of my report.

I am, very respectfully, your obedient servant,

CHARLES WILKES.

Messrs. JOHN SLIDELL, JAMES M. MASON, GEORGE EUSTIS, and J. E. MCFARLAND.

UNITED STATES STEAMER SAN JACINTO,

At sea, November 16, 1861.

SIR: In my despatch by Commander Taylor I confined myself to the reports of the movements of this ship and the facts connected with the capture of Messrs. Mason, Slidell, Eustis, and McFarland, as I intended to write you particularly relative to the reasons which induced my action in making these prisoners.

When I heard at Cienfuegos, on the south side of Cuba, of these commissioners having landed on the island of Cuba, and that they were at the Havana, and would depart in the English steamer of the 7th November, I determined to intercept them, and carefully examined all the authorities on international law to which I had access, viz: Kent, Wheaton, and Vattel, besides various decisions of Sir William Scott, and other judges of the admiralty court of Great Britain, which bore upon the rights of neutrals and their responsibilities.

The governments of Great Britain, France, and Spain, having issued proclamations that the Confederate States were viewed, considered, and treated as belligerents, and knowing that the ports of Great Britain, France, Spain, and Holland, in the West Indies, were open to their vessels, and that they were admitted to all the courtesies and protection vessels of the United States received, every aid and attention being given them, proved clearly that they acted upon this view and decision, and brought them within the international law of search

and under the responsibilities. I therefore felt no hesitation in boarding and searching all vessels of whatever nation I fell in with, and have done so.

The question arose in my mind whether I had the right to capture the *persons* of these commissioners, whether *they* were amenable to capture. There was no doubt I had the right to capture vessels with *written* despatches; they are expressly referred to in all authorities, subjecting the vessel to seizure and condemnation if the captain of the vessel had the knowledge of their being on board; but these gentlemen were not despatches in the literal sense, and did not seem to come under that designation, and nowhere could I find a case in point.

That they were commissioners I had ample proof from their own avowal, and bent on mischievous and traitorous errands against our country, to overthrow its institutions, and enter into treaties and alliances with foreign States, expressly forbidden by the Constitution.

They had been presented to the captain general of Cuba by her Britannic Majesty's consul general, but the captain general told me that he had not received them in that capacity, but as distinguished gentlemen and strangers.

I then considered them as the *embodiment* of despatches; and as they had openly declared themselves as charged with all authority from the Confederate government to form treaties and alliances tending to the establishment of their independence, I became satisfied that their mission was adverse and criminal to the Union, and it therefore became my duty to arrest their progress and capture them if they had no passports or papers from the federal government, as provided for under the law of nations, viz: "That foreign ministers of a belligerent on board of neutral ships are required to possess papers from the other belligerent to permit them to pass free."

Report and assumption gave them the title of ministers to France and England; but inasmuch as they had not been received by either of these powers, I did not conceive they had immunity attached to their persons, and were but escaped conspirators, plotting and contriving to overthrow the government of the United States, and they were therefore not to be considered as having any claim to the immunities attached to the character they thought fit to assume.

As respects the steamer in which they embarked, I ascertained in the Havana that she was a merchant vessel plying between Vera Cruz, the Havana, and St. Thomas, carrying the mail by contract.

The agent of the vessel, the son of the British consul at Havana, was well aware of the character of these persons; that they engaged their passage and did embark in the vessel; his father had visited them and introduced them as ministers of the Confederate States on their way to England and France.

They went in the steamer with the knowledge and by the consent of the captain, who endeavored afterwards to conceal them by refusing to exhibit the passenger list and the papers of the vessel. There can be no doubt he knew they were carrying highly important despatches, and were endowed with instructions inimical to the United States. This rendered his vessel (a neutral) a good prize, and I determined to take possession of her, and, as I mentioned in my report, send her to Key West for adjudication, where, I am well satisfied, she would have been condemned for carrying these persons, and for resisting to be searched. The cargo was also liable, as all the shippers were knowing to the embarkation of these *live* despatches, and their traitorous motives and actions to the Union of the United States.

I forbore to seize her, however, in consequence of my being so reduced in officers and crew, and the derangement it would cause innocent persons, there being a large number of passengers who would have been put to great loss and inconvenience, as well as disappointment, from the interruption it would have caused them in not being able to join the steamer from St. Thomas to Europe. I therefore concluded to sacrifice the interests of my officers and crew in the prize, and suffered the steamer to proceed, after the necessary detention to effect

the transfer of these commissioners, considering I had obtained the important end I had in view, and which affected the interests of our country and interrupted the action of that of the confederates.

I would add that the conduct of her Britannic Majesty's subjects, both official and others, showed but little regard or obedience to her proclamation, by aiding and abetting the views and endeavoring to conceal the persons of these commissioners.

I have pointed out sufficient reasons to show you that my action in this case was derived from a firm conviction that it became my duty to make these parties prisoners, and to bring them to the United States.

Although in my giving up this valuable prize I have deprived the officers and crew of a well-earned reward, I am assured they are quite content to forego any advantages which might have accrued to them under the circumstances.

I may add that, having assumed the responsibility, I am willing to abide the result.

I am, very respectfully, your obedient servant,

CHARLES WILKES, *Captain.*

Hon. GIDEON WELLES,

Secretary of the Navy.

UNITED STATES STEAMER SAN JACINTO,

November 15, 1861.

SIR: Before leaving your ship we think it proper that we should state that since we have been on board of her we have uniformly been treated with great courtesy and attention.

Very respectfully, your obedient servants,

JOHN SLIDELL,
J. M. MASON,
J. E. McFARLAND,
GEORGE EUSTIS.

Captain WILKES,

Commanding United States Steamer San Jacinto.

List of vessels purchased by the Navy Department for naval purposes.

Name.	Class.	Guns.	Tonnage.	Dimensions..			When purchased.	Where purchased.	Cost.
				Length.	Breadth.	Depth.			
Connecticut*	Side-wheel steamer	5	1,800	Feet. 250	Feet. 38	Feet. 22.6	1861. July	New York	\$200,000
De Sota.	do.	9	1,600	242.6	37.2	24	August	do.	161,250
Quaker City	do.	5	1,600	.....	.....	.....	August	do.	117,500
St. Jago de Cuba	do.	10	1,567	229	38	19	Sept.	do.	200,000
Bienville	do.	9	1,558	238.6	37	22.6	August	do.	161,250
Rhode Island†	do.	7	1,517	236.6	36.8	18.4	July	do.	185,000
Keystone State	do.	9	1,364	222.7	35.9	17.9	June	Philadelphia	125,000
Augusta	do.	9	1,310	220.8	35.4	21.10	August	New York	96,940
Florida	do.	9	1,261	214	35.3	22.4	August	do.	87,500
Alabama	do.	9	1,261	214	35.3	22.4	August	do.	93,388
State of Georgia.	do.	5	1,204	214	34.4	17.2	Sept.	Philadelphia	89,025
James Adger	do.	9	1,151	215	33.6	21.3	July	New York	85,000
Hatteras†	do.	4	1,100	210	34	18	Sept.	Philadelphia	110,000
Commodore Perry	do.	2	513	143	33	12	October	New York	38,000
Commodore Barney§	do.	2	513	143	33	12	October	do.	38,000
John P. Jackson	do.	2	787	192	33.6	12.10	Nov.	do.	60,000
Morsell	do.	2	513	143	33	12	Nov.	do.	40,000
Westfield	do.	4	1,022	.....	.....	.....	.....	.....	90,000
Wyandank	do.	2	399	132.4	31.4	10.8	Sept. 1	New York	19,000
Delaware	do.	5	357	156	27	9	October	Philadelphia	45,000

Underwriter	do.	3	341	170	23.6	8.10	August 23	New York	18, 500
Ellen	do.	4	341	125.6	28.6	10.6	October 10	do.	23, 100
Yankee	do.	3	328	146	25.6	9.6	June 1	do.	19, 000
Whitehall	do.	4	323	126	28.10	10	October 10	do.	24, 150
Thomas Freeborn	do.	1	269	140	24	8.6	May 7	do.	32, 500
Jacob Bell	do.	2	229	141.3	21	8.1	August 22	do.	12, 000
Stepping Stones	do.	2	226	114	24	7	Sept. 30	do.	20, 000
Sattelite	do.	2	217	120.7	22.9	8.6	July 24	do.	19, 000
Mercury	do.	2	187	121	22	7	August 17	do.	21, 000
Shawsheen	do.	2	180	118	22.6	7.3	Sept. 21	do.	20, 000
John L. Lockwood	do.	3	180	-----	-----	-----	Sept. 1	do.	16, 000
O. M. Pettit	do.	3	165	106	24.4	7	August 17	do.	15, 000
W. G. Putnam	do.	3	149	103.6	22	7.2	July 24	do.	14, 000
J. N. Seymour	do.	2	133	102.3	20	7	October 26	do.	18, 000
Island Belle	do.	2	123	100	20.4	6.7	Sept. 4	do.	14, 000
		155	25, 788	-----	-----	-----	-----	-----	2, 328, 103
R. R. Cuyler	Screw steamer.	8	2, 100	238	32.4	22	August 24	New York	165, 000
Varina	do.	9	1, 300	-----	-----	-----	-----	Mystic, Ct.	135, 000
South Carolina	do.	5	1, 165	217.9	33.5	25	May 3	Boston	172, 500
Massachusetts	do.	5	1, 155	219.8	33.1	25	May 3	do.	172, 500
Flambeau	do.	2	950	180	30	18	Nov. 14	New York	100, 000
Flag†	do.	9	938	198	32	16	April 27	Philadelphia	90, 000
Cambridge	do.	5	858	200	32	-----	July 30	Boston	75, 000
Mercedita	do.	9	1, 021	182	30	15	-----	New York	100, 000
Huntsville	do.	3	817	200	29.10	19	August 24	do.	90, 000
Montgomery	do.	5	787	201.5	28.6	19.8	August 24	do.	90, 000
Daylight	do.	4	682	162	30	19	October 12	do.	55, 000

*Name changed from Mississippi.

§Name changed from Ethan Allen.

†Name changed from Eagle.

‡Name changed from Marion.

†Name changed from St. Mary.

‡Name changed from Phineas Sprague.

List of vessels purchased by the Navy Department for naval purposes—Continued.

Name.	Class.	Guns.	Tonnage.	Dimensions.			When purchased.	Where purchased.	Cost.
				Length.	Breadth.	Depth.			
Monticello	Screw steamer	3	655	<i>Feet.</i> 175	<i>Feet.</i> 28	<i>Feet.</i> 16.6	1861. Sept. 12	New York	\$71, 000
Mount Vernon	do	3	625	168.6	28	15.6	do	do	71, 000
Isaac Smith	do	9	453	171.6	31.4	9	Sept. 9	do	50, 000
Western World	do	3	441	178	33	8	Sept. 21	do	37, 500
Norwich	do	5	431	137	26	13	Sept. 26	Norwich, Ct.	43, 137
Stars and Stripes	do	5	407	147	34	9	July 27	New Haven, Ct.	55, 000
Dawn	do	2	391	154	28.8	9.8	October 12	New York	35, 000
Penguin	do	3	389	155	30	9	May 23	do	75, 000
All atross	do	3	378	150	30	9.1	do	do	75, 000
R. B. Forbes	do	3	329	121	25.6	11.7	do	Boston	52, 500
Louisiana	do	5	395	143	27	8	July 10	Philadelphia	35, 000
Potomska	do	5	287	137.7	26	8.6	Sept. 25	New York	33, 000
Wamsutta	do	5	270	129.3	26.8	8.6	Sept. 20	do	27, 000
Victoria	do	3	254	118	22	10.8	October 31	do	25, 000
New London	do	5	221	125	25	7.8	August 26	do	30, 000
Madgie	do	3	218	122.8	22.6	8.4	October 14	do	13, 000
Sachem	do	5	197	121	23.6	7.6	Sept. 20	do	10, 000
Currituck*	do	5	193	119	23.4	7.6	do	do	10, 000
Uncas	do	5	192	118.6	23.4	7.6	do	do	10, 000
E. B. Hale	do	4	192	106.6	28.6	7.2	July 27	do	23, 000

Valley City.....	do.....	4	190	127	21.10	7.6	July	26	do.....	18,000
Henry Andrew.....	do.....	3	177	150	26	7.6	Sept.	10	do.....	24,000
Ceres.....	do.....	1	144	120	22	6.8	Sept.	11	do.....	12,100
Patron.....	do.....	5	183	113	22.5	7.8	October	28	do.....	15,500
Whitehead.....	do.....	2	136	93	20	8	October	17	do.....	12,000
Rescue.....	do.....	1	111	80	18	8.6	August	21	do.....	17,300
Colasset.....	do.....	2	100	82	18.10	7.2	Sept.	30	Providence, R. I.	14,500
Henry Brinker.....	do.....	1	108	91	22	6	October	29	New York.....	13,000
Resolute.....	do.....	1	90	84.6	16.6	7	May	7	do.....	15,000
Reliance.....	do.....	1	90	64.6	16.6	7	do.....	do.....	do.....	15,000
A. C. Powell.....	do.....	1	65	61.9	17.2	7.7	October	3	do.....	5,000
Young Rover.....	do.....	5	418	141.3	25.1	17	July	27	Boston.....	27,500
Auxiliary steam bark										
		175	20,403							2,215,037
Pampero.....	Ship.....	4	1,375	202.3	38.2	19.1	July	7	New York.....	29,000
Fearnot.....	do.....	6	1,012	178	35	23.6	July	20	Boston.....	40,000
National Guard.....	do.....	4	1,046	162.9	37.8	18.10	July	6	New York.....	35,000
Nightingale†.....	do.....	4	1,000						do.....	13,000
Morning Light.....	do.....	8	937	172	34.3	17.1	Sept.	2	do.....	37,500
Ino.....	do.....	8	895	160.6	34.11	19.5	August	26	Boston.....	40,000
Onward.....	do.....	2	874	159	34.8	20.6	Sept.	9	New York.....	27,000
Shepherd Knapp.....	do.....	8	838	160.10	33.8	22.3	August	28	do.....	35,718
Kittatinny§.....	do.....	3	421	132.8	28.6	12.1	Sept.	21	Philadelphia.....	14,735
Courier.....	do.....	2	554	135	30	15	Sept.	7	New York.....	20,000
Charles Phelps.....	do.....	1	362	107.6	27.6	13.9	June	24	New London.....	7,000
Roman.....	do.....	1	350	112.11	26.2	13.1	May	22	New Bedford.....	7,400
William Badger.....	do.....	1	334	106	26.6	13.3	do.....	do.....	do.....	7,150
		52	9,998							313,503

*Name changed from Seneca.

†Name changed from E. D. Fogg.

‡Purchased at marshal's sale.

§Name changed from Stars and Stripes.

List of vessels purchased by the Navy Department for naval purposes—Continued.

Name.	Class.	Guns.	Tonnage.	Dimensions.			When purchased.	Where purchased.	Cost.
				Length.	Breadth.	Depth.			
J. C. Kuhn	Bark	4	888	Feet. 153	Feet. 35.6	Feet. 18.6	1861. July	New York	\$32,000
Gemsbok	do	6	622	141.7	31	17	Sept.	Boston	29,000
Pursuit	do	6	603	144	34.10	15.1	Sept.	New York	22,000
William G. Anderson	do	6	593	149.7	30.1	14.3	August	Boston	27,500
Ethan Allen	do	6	556	153.3	30.1	14	do	do	27,500
Arthur	do	6	554	134.6	20.1	18.6	August	New York	20,000
Braziliera	do	6	540	135.8	28.7	15.2	July	do	22,000
James L. Davis	do	2	461	133	30.7	12.6	Sept.	Philadelphia	23,900
Roebuck	do	4	455	135	27	14.6	July	New York	20,000
King Fisher	do	4	450	121.4	28.8	14.4	August	Boston	17,000
James C. Chambers	do	2	401	124.6	29.5	12.1	Sept.	Philadelphia	14,000
Gem of the Sea	do	4	371	116	26.3	13.5	August	New York	15,000
Midnight*	do	4	386	126	27.10	12.1	July	do	19,000
Amanda	do	6	368	117.6	27.9	12.6	August	do	15,000
A. Houghton	do	2	326	116.2	25.6	12	October	do	11,500
Fernandina †	do	6	297	115	29		July	do	14,000
Restless	do	4	265	108.8	27.8	9.11	August	do	12,000
Horace Beale	Barkantine		296				Sept.	do	16,000
		78	8,432						357,400

Norfolk Packet.	Schooner	2	349	108.6	27.10	17	Sept.	10	do.	12,000
Maria A. Wood.	do.	2	344	125	29.3	10.4	Sept.	21	Philadelphia	18,000
Rachel Seaman.	do.	2	303	114.8	30.1	9.10	Sept.	20	do.	18,000
T. A. Ward	do.	2	284	114.6	28.2	9.2	October	9	New York	11,300
George Mangham	do.	2	274	110	28	10	Sept.	21	Philadelphia	9,500
Adolph Hugel.	do.	2	269	109.6	29.7	9.4	do.	do.	do.	15,000
Henry Jones.	do.	2	261	111	29.7	9	Sept.	27	New York	11,000
Racer	do.	4	252	107.6	28.9	9.3	August	29	do.	7,500
John Griffith	do.	4	246	113.8	.....	8.4	Sept.	16	do.	8,000
Sidney C. Jones	do.	2	245	.....	.....	.....	do.	do.	do.	10,500
Sarah Bruen	do.	2	233	105.10	27	9.2	Sept.	3	do.	7,000
Sophronia	do.	2	217	104.6	28.4	8.4	do.	do.	do.	8,000
Samuel Rotan	do.	2	212	110.7	28.5	7.7	Sept.	21	Philadelphia	11,000
C. P. Williams	do.	2	210	103.8	28.3	8.2	Sept.	2	New York	6,000
Oliver H. Lee	do.	2	199	100.9	28.4	8	August	27	do.	7,000
Arletta	do.	2	199	100	26.6	8.6	Sept.	7	do.	8,500
Para	do.	1	190	98	24	9	Sept.	9	do.	10,500
William Bacon	do.	2	183	95	26.6	8.4	Sept.	5	do.	6,000
Matthew Vassar, jr	do.	2	182	93.7	27.2	8.3	Sept.	9	do.	7,500
Maria J. Carlton	do.	2	178	98	27	7.8	do.	do.	do.	7,200
Orvetta	do.	2	171	93	27.2	7.10	October	1	do.	8,000
Dan Smith	do.	2	149	89	25	7.11	Sept.	9	do.	8,000
Chotank ‡	do.	1	53	56	17	6	do.	do.	do.	1,250
		48	5,203	.....	.....	.....	.....	.....	.....	216,790

* Name changed from Dawn.

† Name changed from Florida.

‡ Purchased at marshal's sale.

Formerly the Privateer Savannah, prize to the Perry.

List of vessels purchased by the Navy Department for naval purposes—Continued.

Name.	Class.	Guns.	Tonnage.	Dimensions.			When purchased.	Where purchased.	Cost.
				Length.	Breadth.	Depth.			
Sea Foam	Brig do.....	2	264	<i>Fect.</i> 112.3	<i>Fect.</i> 26	<i>Fect.</i> 10	1861. Sept. 14	New York	\$10,000
Bohio		2	196	97.6	24.8	9.2	Sept. 9	do.....	9,000
		4	460						19,000
Clifton	Side-wheel steamer. Schooner	5	892				Nov. 22	do.....	90,000
George W. Blunt		1	121	76.6	20.6	8.9	Nov. 23	do.....	10,000
Hope		1	134					do.....	15,000

List of vessels built or building at the navy yards and under contract for the navy during the year 1861.

Name.	Class.	Place of building.	Builder of hull.	Price of hull.	Builder of machinery.	Price of machinery.
Kearsarge*	Screw sloop	Portsmouth navy yard.	Government		Woodruff & Beach, Hartford, Ct..	\$104, 000
Ossipee*	do	do	do		Reliance Machine Co., Mystic, Ct..	93, 000
Sacramento*	do	do	do		Taunton Locomotive Manuf'g Co.	117, 000
Wachusett*	do	Boston navy yard	do		George W. Quintard, New York..	104, 000
Housatonic*	do	do	do		Jabez Corry & Co., Boston.....	110, 000
Canandaigua*	do	do	do		Atlantic Works.....do	110, 000
Adirondack*	do	New York navy yard.	do		Novelty Works, New York.....	125, 000
Ticonderoga*	do	do	do		Allaire Works.....do	110, 000
Oneida*	do	do	do		Murphy & Co.....do	102, 000
Lackawanna*	do	do	do		George W. Quintard. do.....	110, 000
Junietta*	do	Philadelphia navy yard.	do		Pusey, Jones & Co., Wilm'ton, Del.	95, 000
Tuscarora*	do	do	do		Merrick & Sons, Philadelphia....	102, 000
Monongahela*	do	do	do		do.....do	110, 000
Shenandoah*	do	do	do		do.....do	110, 000
Tahomat	Screw gunboat	Wilmington, Del.	W. & A. Thatcher	\$53, 500	Reany, Son & Archbold, Chester, Penn.	46, 500
Wissachickont	do	Philadelphia	John Lynn.....	53, 500	Merrick & Sons	45, 000
Sciota†	do	do	Jacob Birely.....	52, 000	Isaac P. Morris & Co.....	44, 000
Itasca†	do	do	Hillman & Streaker	53, 500	do.....do	45, 000
Unadilla†	do	New York	John Englis.....	56, 500	Novelty Iron Works, New York..	31, 500
Ottawa†	do	do	J. A. Westervelt..	56, 500	do.....do	31, 500
Pembina†	do	do	Thomas Stack....	56, 500	do.....do	31, 500

List of vessels built or building at the navy yards, &c.—Continued.

Name.	Class.	Place of building.	Builder of hull.	Price of hull.	Builder of machinery.	Price of machinery.
Seneca†	Screw gunboat...	New York.....	Jere'h Simonson..	\$56, 500	Novelty Iron Works, New York..	\$31, 500
Chippewa†	do.....	do.....	Webb & Bell....	55, 000	Morgan Iron Works, New York..	46, 000
Winona†	do.....	do.....	C. & R. Poillon..	55, 000	Allaire Works.....do.....	46, 000
Owasco†	do.....	Mystic river, Ct..	Maxon, Fish & Co.	53, 000	Novelty Iron Works.....do.....	46, 500
Kanawha†	do.....	East Haddam, Ct..	E. G. & W. H. Goodspeed.	52, 000	Pacific Iron Works, Bridgeport, Ct..	45, 500
Cayuga†	do.....	Portland, Me....	Gildersleeve & Son	52, 000	Woodruff & Beach, Hartford, Ct..	45, 500
Huron†	do.....	Boston.....	Paul Curtis.....	55, 000	Harrison Loring, Boston.....	46, 000
Chocoma†	do.....	do.....	Curtis & Tilden..	53, 500	do.....do.....	45, 000
Sagamore†	do.....	do.....	A. & G. Sampson	55, 000	Atlantic Works, Boston.....	46, 000
Marblehead†	do.....	Newburyport, Ms.	G. W. Jackman, jr.	53, 000	Highland Iron Works, Newburg, New York.	43, 000
Kennebec†	do.....	Thomaston, Me..	G. W. Lawrence..	55, 000	Novelty Iron Works, New York..	45, 500
Aroostook†	do.....	Kennebunk, Me..	N. W. Thompson..	52, 000	do.....do.....	47, 500
Kineo†	do.....	Portland, Me....	J. W. Dyer.....	53, 000	Morgan Iron Works, New York..	46, 500
Katahdin†	do.....	Bath, Me....	Larrabee & Allen..	52, 000	do.....do.....	45, 500
Penobscot†	do.....	Belfast, Me....	C. P. Carter.....	52, 000	Allaire Works, New York.....	45, 000
Pinola†	do.....	Baltimore, Md...	J. J. Abrahams...	52, 000	Charles Reeder, Baltimore.....	46, 000
Sebagot†	Side-wheel steamer	Portsmouth navy yard.	Government.....	.....	Novelty Iron Works, New York..	50, 000
Mohaska†	do.....	do.....	do.....	.....	Morgan Iron Works.....do.....	50, 000
Sonoma†	do.....	do.....	do.....	.....	Novelty Iron Works.....do.....	50, 000
Conemaugh†	do.....	do.....	do.....	.....	.....do.....do.....	50, 000
Maratanza†	do.....	Boston navy yard	do.....	.....	Harrison Loring, Boston.....	48, 000
Tioga†	do.....	do.....	do.....	.....	Morgan Iron Works, New York..	50, 000

Genesee†	do	do	do	Neptune Iron Works	do	50,000
Octorara†	do	New York navy yard.	do	do	do	48,000
Port Royal†	do	do	Thomas Stack	Vessel complete for		100,000
Miami†	do	Philadelphia navy yard.	Government	Merrick & Sons, Philadelphia		48,000
Cinaronet	do	Bordentown, N.J.	D. S. Merchon	Vessel complete for		100,000
Paul Jones†	do	Baltimore, Md.	J. J. Abrahams	Reany, Son & Archbold, Chester, Penn.		50,000
(Not named)§	Iron-clad steamer	Mystic, Ct	Bushnell & Co	Vessel complete for		235,000
Do.§	do	New York	John Ericsson	Vessel complete for		280,000
Do.§	do	Philadelphia	Merrick & Sons	Vessel complete for		780,000

* About 1,200 tons each, carrying about 7 guns each.

† About 500 tons each, carrying about 4 guns each.

† About 700 tons each, carrying about 4 guns each.

§ About 4,600 tons altogether, carrying 6, 12, and 18 guns.

List of old vessels that have been purchased and loaded with stone for the purpose of sinking and closing certain ports of the States in insurrection.

Name.	Class.	Tons.	When purchased.	Where purchased.	Cost.
John Alexander.....	Schooner.	.....	Aug. 13	Baltimore...	\$2,000
Ellen Goldsborough....	do.....	.....	do.....	do.....	1,500
Mary and Hetty.....	do.....	.....	do.....	do.....	1,500
Alverado.....	do.....	.....	do.....	do.....	1,200
Southerner.....	do.....	.....	do.....	do.....	900
South Wind.....	do.....	.....	do.....	do.....	1,500
Wm. L. Jones.....	do.....	.....	do.....	do.....	600
Delaware Farmer.....	do.....	.....	do.....	do.....	500
Mary Frances.....	do.....	.....	do.....	do.....	800
Geo. P. Upshur.....	do.....	.....	do.....	do.....	800
Orion.....	do.....	.....	do.....	do.....	800
Sarah Bibby.....	do.....	.....	do.....	do.....	800
Patriot.....	do.....	.....	do.....	do.....	600
Hero.....	do.....	.....	do.....	do.....	600
Sarah M. Kemp.....	do.....	.....	do.....	do.....	800
Augustus Holly.....	do.....	.....	do.....	do.....	600
W. W. Burns.....	do.....	.....	do.....	do.....	1,000
Friendship.....	do.....	.....	do.....	do.....	1,100
E. D. Thompson.....	do.....	.....	do.....	do.....	600
Wm. L. Bartlett.....	do.....	.....	do.....	do.....	400
Sommerfield.....	do.....	.....	do.....	do.....	1,500
Cambria.....	do.....	.....	do.....	do.....	1,500
Corea.....	Ship.....	356	Oct. 16	New London	2,300
Tenedos.....	Bark.....	245	do.....	do.....	1,650
Lewis.....	Ship.....	308	do.....	do.....	3,250
Fortune.....	Bark.....	292	do.....	do.....	3,250
Robin Hood.....	Ship.....	395	do.....	Mystic.....	4,000
Archer.....	do.....	322	Oct. 17	New Bedford	3,360
Cossack.....	Bark.....	254	do.....	do.....	3,200
Amazon.....	do.....	318	do.....	Fairhaven..	3,675
Frances Henrietta.....	do.....	407	do.....	New Bedford	4,000
Garland.....	do.....	243	Oct. 18	do.....	3,150
Harvest.....	do.....	314	Oct. 21	Fairhaven..	4,000
American.....	do.....	329	do.....	Edgartown...	3,370
Timor.....	Ship.....	289	do.....	Sag Harbor..	2,200
Meteor.....	do.....	324	do.....	Mystic.....	4,000
Rebecca Sims.....	do.....	400	Oct. 22	Fairhaven..	4,000
L. C. Richmond.....	do.....	341	Oct. 23	New Bedford	4,000
Courier.....	do.....	381	do.....	do.....	5,000
Maria Theresa.....	do.....	330	Oct. 24	do.....	4,000
Kensington.....	do.....	357	do.....	do.....	4,000
Herald.....	do.....	274	do.....	do.....	4,000
Potomac.....	do.....	356	Oct. 28	Nantucket..	3,500
Peter Demil.....	Bark.....	300	do.....	New York..	2,600
Phoenix.....	Ship.....	404	do.....	New London	3,150
Leonidas.....	Bark.....	231	Nov. 1	New Bedford	3,050
South America.....	do.....	606	do.....	do.....	3,600

List of old vessels, &c.—Continued.

Name.	Class.	Tons.	When purchased.	Where purchased.	Cost.
Edward	Bark	274	Nov. 1	New York . .	\$4, 000
Mechanic	Ship	335	do....	Newport . . .	4, 300
Messenger	Bark	216	do....	Salem	2, 250
India	Ship	366	do....	New Bedford	5, 500
Noble	Bark	274	do....	Sag Harbor .	4, 300
Valparaiso	Ship	402	do....	New Bedford	5, 500
New England	do....	368	do....	New London	5, 000
Dove	Bark	151	do....	do....	2, 500
Newburyport	Ship	341	do....	Boston	4, 500
Wm. Lee	do....	311	do....	Newport . . .	4, 200
Emerald	do....	518	do....	Sag Harbor .	5, 500
Majestic	Bark	297	do....	New Bedford	3, 150
Stephen Young	Brig	200	do....	do....	1, 600
					160, 205

REPORT ON PURCHASE OF VESSELS.

NEW YORK, *November 29, 1861.*

SIR: I have the honor respectfully to report that, acting under your letter of 15th July, and subsequent letters and telegraphs, authorizing purchases of vessels selected by the naval constructor, ordnance officer, and engineer appointed for this purpose, I immediately, on the arrival of these officers, suggested a plan which was adopted, whereby every suitable vessel in port should have a proper examination. A steam-tug was placed at the disposal of these officers, who proceeded almost daily for many weeks to inspect the various vessels in the harbor, and, in the performance of this duty, I deemed it proper to accompany them. Each vessel supposed to be suitable for naval service was personally inspected by the naval constructor and ordnance officer, and the steam vessels by both these officers and the engineer. When they approved any vessel, I was authorized to make the purchase, with the privilege of rejection, if, on a closer examination as to the soundness of her hull and machinery, she should not be acceptable to the naval constructor and engineer. With such approval in writing, and upon such conditions, I proceeded to negotiate with the owners directly in all cases where they resided in the city, and with their authorized agents when they resided elsewhere, stating to the sellers in every instance that the government instructed me to buy directly of owners, and without the intervention of any third party; that the government had authorized me to make the purchases upon the usual mercantile basis, as established by the Chamber of Commerce in this city, viz: a commission of two and a half per cent. on the amount of price agreed upon, to be paid by the seller, as customary in purchases by private individuals. No higher commission has in any instance been paid, nor any sum or brokerage paid to any other party, with my knowledge or consent; on the contrary, in conformity with my understanding of my relations to the government, I have invariably taken the position that no other brokerage or percentage would be allowed.

The attention of the naval commission was first directed to the steamships of moderate size and draught, in accordance with the instructions of the department, as it was deemed most important to secure these, as they would form an important auxiliary to the navy, and the number to be obtained, of tonnage and draught corresponding with your instructions, being limited.

Afterwards, sailing vessels and steam-tugs and ferry-boats were examined and purchased. The fullest opportunity has been afforded to owners to offer their vessels to the government, both by public advertisement and personal notification, and no one has offered his vessel, if at all suitable, without its being inspected; nor has there been any partiality or preference exhibited in the inspection or purchase of any vessel; but frequently, when owners have felt a desire to have their vessels re-examined, their wishes have been complied with. As soon as any vessel was purchased she was delivered by her owner to the ship yard selected by the naval constructor, and her inventory received and examined by me, and the furniture and fittings of the purchased vessels placed in a storehouse, subject to the order of the department. The amount thus received was very large, and has since been delivered to the various naval vessels fitting out for service here, and to the commandant of the navy yard, under your order. I have regarded the duty you have devolved upon me to be most responsible and important; and while I have endeavored to protect the interests of the government, I have also endeavored to act with the strictest impartiality and justice towards every owner of vessels offered for sale. In being confined in my purchases entirely to the vessels approved by the naval commission, and

their examination and approval being necessarily known, in nearly every case, to the owners before negotiations were begun, and in many instances acting under peremptory orders to buy at once and send forward without delay, I feel that I have not always been able to purchase at prices as low as I could have wished, but in all cases I am conscious that I have acted in this responsible trust for the government faithfully and to the best of my ability. I hand herewith a detailed report of all my purchases, showing the name of the seller, the name of the vessel, her tonnage, price asked, and price paid.

Trusting that further and final examination of my action may confirm the approbation I have had the honor to receive from time to time from the government,

I have the honor to remain, with high respect, your obedient servant,

GEO. D. MORGAN.

Hon. GIDEON WELLES,

Secretary of the Navy, Washington.

Statement of vessels purchased.

Of whom purchased.	Name of vessel.	Tonnage.	Price asked.	Price paid.
J. H. Brower & Co.....	Ship National Guard	1, 049	\$40, 000	\$35, 000
Do.....	Bark J. C. Kuhn.....	888	35, 000	32, 000
James Bishop & Co.....	Ship Pampero.....	1, 375	35, 000	29, 000
S. L. Mitchell & Son	Steamship Mississippi	2, 000	250, 000	200, 000
Spofford, Tileston & Co.....	Steamship Eagle.....	1, 550	250, 000	185, 000
C. S. Bushell.....	Steam-propeller Stars and Stripes.....	407	65, 000	55, 000
Bushnell & Mallory	Steam-propeller Varuna.....	1, 300	145, 000	135, 000
Mr. Hammond	Steam-tug Satellite	150	37, 000	36, 000
Do.....	Steam-tug W. G. Putnam	123		
Spofford, Tileston & Co.....	Steamship James Adger.....	1, 152	125, 000	85, 000
Kirkland & Von Sachs	Bark Braziliera.....	540	25, 000	22, 000
H. Atwater	Propeller Valley City.....	190	19, 000	18, 000
E. & D. Bigelow & Co.....	Propeller E. B. Hale	220	25, 000	23, 000
Reynolds & Cushman.....	Bark Roebuck	455	24, 000	20, 000
Do.....	Bark Dawn	387	21, 000	19, 000
S. L. Mitchell & Co.....	Steamship Augusta.....	1, 310	130, 000	96, 000
Do.....	Steamship Alabama	1, 261	120, 000	23, 000
Galway & Teller	Bark Gem of the Seas	371	23, 000	15, 000
W. A. Sale & Co.....	Bark Arthur	554	22, 500	20, 000
Mailler & Houghton.....	Bark Florida.....	411	17, 000	14, 000
Hargous & Co.....	Steamship Quaker City	1, 428	135, 000	117, 500
Moses Taylor & Co.....	Bark Amanda	368	17, 500	15, 000
Livingston, Crockeron & Co., ...	Steamship De Soto.....	1, 675	370, 000	322, 500
Do.....	Steamship Bienville	1, 600		
R. Coffin & Co.....	Steam-tug Mercury.....	183	40, 000	36, 000
Do.....	Steam-tug O. M. Pettit.....	130		
D. T. Glover & F. R. Anthony	Steam-tug Jacob Bell.....	229	14, 000	12, 000

H. B. Cromwell & Co.....	2, 040	400, 000	305, 870
Do.....	840		
Do.....	840		
Union Ferry Company.....	400	20, 000	19, 000
John R. Don.....	251	12, 000	10, 000
Horace Beals & Co.....	296	20, 000	16, 000
H. Holdrede.....	287	42, 000	33, 000
Do.....	270	38, 000	27, 000
S. Schuyler.....	180	22, 000	20, 000
Edward Haight, president.....	.....	21, 000	20, 000
S. Schuyler.....	.....	50, 000	37, 500
Dudley Buck, president.....	190	12, 000	10, 000
Do.....	180	12, 000	10, 000
Do.....	180	12, 000	10, 000
Van Brunt & Slaight.....	260	12, 000	11, 000
A. C. Powell.....	90	5, 000	5, 000
State of Rhode Island.....	100	14, 500	14, 500
E. & D. Bigelow & Co., agents.....	171	10, 000	8, 000
George E. Goodspeed.....	245	12, 500	10, 500
Mr. Warner, of Haddam.....	178	10, 000	7, 200
Williamsburg Ferry Company.....	512	40, 000	38, 000
Do.....do.....	512	40, 000	38, 000
R. F. Loper.....	220	15, 000	13, 000
S. S. Wyckoff.....	284	12, 500	11, 300
H. A. Brigsten.....	330	12, 500	11, 500
Barston, Pope & Co.....	650	65, 000	55, 000
Do.....	400	45, 000	35, 000
J. M. Huntington & Co.....	450	43, 600	43, 600
Henry Brincker.....	109	15, 000	13, 000
R. F. Loper.....	186	16, 000	15, 500
Mr. Shultz.....	140	18, 500	18, 000
Steam-propeller R. R. Cuyler.....			
Steam-propeller Huntsville.....			
Steam-propeller Montgomery.....			
Steam ferry-boat Wyandank.....			
Brig Sea Foam.....			
Bark Horace Beals.....			
Propeller Potomska.....			
Propeller Wamasutta.....			
Tug Young America.....			
Ferry-boat Stepping Stones.....			
Propeller Western World.....			
Propeller Uncas.....			
Propeller Sachem.....			
Propeller Seneca.....			
Schooner Henry Janes.....			
Tug A. C. Powell.....			
Tug Narragansett.....			
Schooner Orvetta.....			
Schooner Sidney C. Jones.....			
Schooner Maria J. Carlton.....			
Ferry-boat Commodore Perry.....			
Ferry-boat Ethan Allen.....			
Propeller Madgie.....			
Schooner T. A. Ward.....			
Bark A. Houghton.....			
Propeller Daylight.....			
Propeller Dawn.....			
Propeller Norwich.....			
Propeller H. Brincker.....			
Propeller Patroon.....			
Tug J. N. Seymour.....			

Statement of vessels purchased—Continued.

Of whom purchased.	Name of vessel.	Tonnage.	Price asked.	Price paid.
Charles Burrill	Propeller <i>Meredita</i>	1, 070	\$130, 000	* \$100, 000
Peter Crary	Tug-boat <i>Ceres</i>	150	15, 000	12, 000
Everett & Hawley	Bark <i>Restless</i>	266	15, 000	12, 000
S. L. Mitchell & Co.	Steamship <i>Florida</i>	1, 261	120, 000	87, 500
New London Propeller Company	Steam-propeller <i>New London</i>	240	50, 000	30, 000
	Schooner <i>Racer</i>	200	8, 500	7, 500
Dallner & Potter	Schooner <i>Sarah Bruin</i>	233	9, 000	7, 000
Lawrence Giles & Co.	Ship <i>Shepard Knapp</i>	838	40, 000	36, 872
Job Falkenburgh	Schooner <i>C. P. Williams</i>	210	7, 500	6, 000
Charles Clark	Schooner <i>Sophronia</i>	217	9, 000	8, 000
Do	Schooner <i>O. H. Lee</i>	199	9, 000	7, 000
J. B. Sardy, agent	Ship <i>Morning Light</i>	910	43, 000	37, 500
Fabri & Chauncey	Bark <i>Pursuit</i>	603	23, 000	22, 000
Luther Adams	Steam-tug <i>Island Belle</i>	150	16, 000	14, 000
W. B. Thomas & Co.	Ship <i>Courier</i>	554	22, 500	20, 000
H. W. Benedict	Schooner <i>Arletta</i>	200	10, 000	8, 500
O. W. Miller	Schooner <i>Dan Smith</i>	150	9, 500	8, 000
Booth & Vassar	Schooner <i>M. Vassar, jr.</i>	216	8, 500	7, 500
Van Brunt & Slaight	Schooner <i>William Bacon</i>	183	7, 500	6, 000
B. F. Woolsey	Schooner <i>John Griffith</i>	240	9, 000	8, 000
James Bishop & Co.	Schooner <i>Para</i>	200	11, 500	10, 500
John Ogden	Ship <i>Onward</i>	874	30, 000	27, 000
H. & W. Delafeld	Brig <i>Bohio</i>	197	10, 000	9, 000
Mr. Van Santvont	Propeller <i>H. Andrews</i> .....	.....	26, 000	24, 000
E. J. Hamilton	Propeller <i>Isaac Smith</i> .....	.....	67, 000	50, 000
P. Crary	Tug <i>John E. Lockwood</i>	180	20, 000	16, 000

George E. Goodspeed.....	Schooner Norfolk Packet.....	349	14,000	12,000
H. B. Cromwell & Co.....	Propeller Monticello.....	650	194,000†	150,000
Do.....	Propeller Mount Vernon.....	650		
New Jersey Ferry Company.....	Ferry-boat J. P. Jackson.....	700	60,000	60,000
Brooklyn Ferry Company.....	Ferry-boat Morse.....	512	40,000	40,000
A. Degraw.....	Propeller Victoria.....	260	35,000	25,000
Paul J. Forbes.....	Propeller Flambeau.....	950	110,000	100,000

* Owners add \$15,000 to cost in addition.

† Including charter money due.

List of vessels chartered for the use of the navy since April 1, 1861.

Name of vessel.	Date of charter.	Expiration.	Paid per month.	Paid per day.	Aggregate amount.	Of whom chartered.	Remarks.
*Union	1861. April 24	1861. Nov. 24	\$7,000 00	-----	\$49,000 00	Merrick & Sons.	Philadelphia.
Keystone State	April 19	June 5	-----	\$600	28,800 00	A. Heron, jr., agent O. S. N. Co.	Do.
Mount Vernon	April 23	August 23	8,000 00	-----	32,000 00	H. B. Cronwell & Co.	New York.
Monticello	April 23	July 29	8,000 00	-----	25,548 39	do.	Do.
Huntsville	April 24	July 24	10,000 00	-----	30,000 00	do.	Do.
Montgomery	May 2	August 2	10,000 00	-----	30,000 00	do.	Do.
R. R. Cuyler	April 29	July 29	12,500 00	-----	37,500 00	do.	Do.
Dawn	April 26	October 4	7,000 00	-----	36,866 66	Barstow & Pope	Do.
Daylight	May 10	October 4	8,000 00	-----	38,400 00	do.	Do.
Quaker City	May 25	July 25	-----	600	36,600 00	Hargous & Co.	Do.
James Guy	May 23	July 15	-----	20	1,060 00	Lucien L. Page	Washington.
Adelaide	-----	-----	20 days	600	12,000 00	Baltimore Steam Packet Co.	Baltimore.
George Peabody	-----	-----	20 days	600	12,000 00	Powhattan Steamboat Co.	Do.
*J. L. Pusey	Aug. 24	Sept. 23	31 days	30	930 00	B. Andrews Knight	Washington.
Tempest	Aug. 14	October 9	56 days	100	5,600 00	William Applegarth & Son	Baltimore.
Curlew	Sept. 15	Nov. 15	7,500 00	-----	15,000 00	Corliss Steam Engine Co.	Providence, R. I.
					391,305 05		

* Still under charter.

STATEMENT

OF

VESSELS SEIZED, CAPTURED, AND DESTROYED

BY

VESSELS IN THE NAVAL SERVICE, 1861.

Statement of vessels seized, captured, and

Class and name.	Belonging to—	Where from.	Where bound.	Cargo.
Schooner Cambria	Baltimore	Baltimore	Norfolk.....	Coal, 108 tons.....
Tug Young America	Norfolk	Norfolk	Rebel service....	None.....
Schooner Geo. M. Smith.....	New York.....	New York.....	Wilmington	Gun-garriages, &c....
Schooner Sarah and Mary....	Plymouth, N. C. ..	Alexandria	Norfolk	Coal, 75 tons.....
Schooner Carrie	Baltimore.....	Richmond.....	Fredericksburg ..	Coal, 147 tons.....
Schooner A. J. Russell.....	do	do	do	Cotton, 106 bales....
Schooner Laurie	New Jersey.....	James river.....	New York.....	Wood.....
Schooner Elite	Baltimore.....	Petersburg.....	Norfolk.....	Coal, 3,905 bushels ..
Schooner Mary and Virginia.	do	Alexandria	Petersburg.....	Coal, 117 tons.....
Schooner Theresa C.	Philadelphia.....	Richmond	New York.....	Cotton, 114 bales....
Schooner Dorothy Haines ...	Baltimore.....	Baltimore	Norfolk.....	Hay.....
Schooner Mary Willis.....	do	Richmond.....	Baltimore	Tobacco.....
Schooner Delaware Farmer ..	do	do	do	do.....
Schooner Emily Ann	do	do	do	do.....
Schooner J. H. Etheridge ...	do	Petersburg	do	do.....
Schooner Mary	do	Richmond.....	Baltimore	do.....
Schooner William and John ..	do	Petersburg.....	do	do.....
Schooner William Henry	do	Richmond.....	do	do.....
Schooner Belle Conway.....	do	do	Baltimore	do.....
Schooner Industry.....	do	do	do	Hay and steam-boiler.
Ship Argo	Bath, Me.....	do	Bremen	Tobacco.....
Ship North Carolina.....	Norfolk	Havre	Norfolk	In ballast.....
Schooner Crenshaw.....	do	do	do	Tobacco.....
Bark General Green.....	do	do	do	Sugar and honey.....
Schooner H. M. Johnson	do	do	do	Assorted.....
Schooner Arcola	do	Baltimore	New York.....	Corn and merchandise
Ship General Parkhill.....	Charleston, S. C. ..	Liverpool	Charleston.....	do.....
Schooner Haxall.....	do	do	do	do.....
Bark Octavia	do	do	do	do.....
Schooner Almira Ann.....	do	Chickohomony ..	do	Timber.....
Bark Star.....	do	Richmond.....	Bremen	Tobacco.....
Schooner Tropic Wind.....	do	do	do	do.....
Bark Hiawatha.....	England.....	do	do	do.....
Bark Pioneer	Richmond	do	do	Salt.....
Bark Winifred.....	do	Rio de Janeiro...	Richmond	Coffee, 4,200 bags....
Schooner Mary Clinton.....	New Orleans.....	Charleston.....	New Orleans ...	Rice, merch'dise, &c..
Schooner Iris	do	do	do	do.....
Schooner Catharine	do	do	do	do.....
Bark H. E. Spearing.....	do	Rio de Janeiro...	New Orleans ...	Coffee.....
Schooner Lynchburg.....	do	do	do	Coffee, 6,106 bags....
Schooner F. W. Johnson	Norfolk.....	do	do	Railroad iron.....
Schooner Union	do	do	do	Provisions.....
Schooner Aid	do	do	do	do.....
Schooner Savannah.....	do	do	Privateering	do.....
Ship Perthshire	England.....	Mobile.....	Liverpool.....	Cotton.....
Brig Hallie Jackson	Savannah.....	Matanzas	Savannah	Molasses
Brig Forest King	Massachusetts ...	Rio de Janeiro...	New Orleans ...	Coffee.....
Ship Amelia	do	Liverpool.....	Charleston	Assorted.....
Brig Amy Warwick.....	Richmond	Rio de Janeiro...	Richmond	Coffee.....
Schooner John Hamilton	do	do	do	do.....
Brig Nahum Stetson.....	New Orleans.....	Tampico	New Orleans ...	Specie, \$2,000 Mex...
Sloop Alena	do	do	do	do.....
Bark Sallie Magee	Richmond.....	Rio de Janeiro...	Richmond.....	Coffee, flour, &c.....
Schooner Sally Mears	Yorktown	do	do	do.....
Schooner Achilles.....	New Orleans	Port St. Louis...	Chandeleur isl'd ..	In ballast.....
Schooner Brilliante	Campeachy	New Orleans	do	Flour, &c.....
Schooner Tros Freres.....	New Orleans.....	do	Mobile.....	Iron.....
Schooner Olive Branch.....	Mobile	Mobile	New Orleans....	Turpentine, 100 bbls..
Schooner Fanny	New Orleans.....	New Orleans	Mobile.....	do.....
Schooner Basilide.....	do	do	do	Salt and oats.....
Schooner Venus	do	Calcasieu.....	Port Lavaca.....	Lumber
Schooner McCanfield	Galveston	do	Galveston	do.....
Schooner Falcon	Quintana	Quintana.....	Indianola.....	General
Schooner Louisa.....	Galveston	Calcasieu.....	Galveston	Lumber

destroyed by vessels in the naval service, 1861.

When seized.	Where seized.	By what vessel.	Sent to—	Final disposition.
April 23	Hampton Roads.	United States sloop-of-war Cumberland; Flag Officer G. J. Pendergrast.		Cargo used, vessel released. Taken into the naval service.
24	do.		New York...	
24	do.			Cargoes, or portions thereof, used for the public service, and the vessels released by the flag-officer.
May 1	do. ....		.....	
2	do. ....		.....	
3	do. ....		.....	
4	do. ....		.....	
4	do. ....		.....	
4	do. ....		.....	
11	do. ....		.....	
14	do.		Philadelphia.	
14	do.		do.	
14	do.	United States frigate Minnesota; Flag-Officer S. H. Stringham.	do.	Vessels and cargoes released.
15	do. ....		.....	
15	do.		Philadelphia.	Cargo used, vessel released.
15	do. ....		.....	
15	do. ....		.....	
15	do. ....		.....	
15	do. ....		.....	
15	do.		New York...	
14	do.		do.	
14	do. ....		.....	
.....			do.	Condemned; appealed to circuit court.
.....			do.	Condemned; appealed to circuit court; decree confirmed.
.....			do.	Condemned; appealed to circuit court.
.....			do.	Released by court.
May 22	Hampton Roads.	Minnesota.	Baltimore.	Case open.
12	Off Charleston.	Niagara.	Philadelphia.	Condemned; cargo and vessel sold.
—	Hampton Roads.	Minnesota.	New York...	Released by the government.
—	do.		do.	Do. do.
17	do.		New York...	Released, recaptured by the the army, and released by court at New York.
17	do.		Washington..	
20	do. ....		.....	
20	do.		New York...	
25	do.		do.	
25	do.		do.	
30	Off mouth of Mississippi.	Powhatan.	do.	
27	Hampton Roads.	Minnesota.	Washington.	
27	do.	do.	do.	
29	Off mouth of Mississippi.	Brooklyn.	Key West..	
.....			New York...	Condemned; appealed to circuit court.
June 1	Capes of the Chesapeake.	Union.	Baltimore...	Case open.
5	do.	Harriet Lane.		Converted into a tender. Condemned; purchased by the Navy Department.
5	Mobile bay.	Niagara. ....	.....	
3	Off Charleston.	Perry.	New York...	
9	Gulf of Mexico.	Massachusetts. ....	.....	
10	Off Savannah.	Union.	New York...	
13	Off Key West.	Mississippi.	do.	
18	Off Charleston.	Wabash and Union.	Philadelphia.	
10	Hampton Roads.	Minnesota.	Boston.	
20	do.	Daylight.	Washington..	
19	South Pass of Mississippi.	Brooklyn & Massachusetts	Key West...	
15	Potomac river.	Steamboat Mount Vernon.	Washington..	Case open.
26	Hampton Roads. ....	.....	New York...	
July 1	do.	Minnesota.	Washington..	
June 17	Off Chanteleur island.	Massachusetts.	Key West..	
23	Mississippi sound.	do.	do.	
23	do.	do.	do.	
23	do.	do.	do.	
23	do.	do.	do.	
23	do.	do.	do.	
July 4	Off Galveston.	South Carolina. ....	.....	
4	do.	do.		Worthless; released.
4	do.	do.	New York...	Do. do.
5	do.	do.		Condemned.
4	do.	do.		Worthless; released.

Statement of vessels seized, captured, and destroyed

Class and name.	Belonging to—	Where from.	Where bound.	Cargo.
Schooner Dart	Galveston	Berwick bay....	Galveston	None
Schooner Ann Ryan	Lake Charles ...	Lake Charles...	Port Lavaca ...	Lumber
Schooner Tom Hicks	Galveston	Calcasieu	do	do
Schooner Carolia	do	Berwick bay....	do	General
Schooner Geo. G. Baker	do	do	Galveston	Assorted
Schooner Sam Houston	do	do	do	In ballast
Schooner Shark	do	do	do	Assorted
Schooner T. J. Chambers	do	Calcasieu	do	Lumber
Schooner Geo. B. Sloat	do	do	do	do
Bark Pilgrim	New Orleans	France	New Orleans ...	Brandies and wines ..
Schooner Mary	Washington, N. C.	do	do	None; abandoned ...
Schooner C. P. Knapp	do	do	do	do
Schooner Gipsev	do	do	do	do
Schooner Monticello	do	do	do	do
Pungy Ocean Wave	Great Wicomico ..	do	do	do
Schooner Petrel	Charleston, S. C.	Charleston.	Privateering....	None
Schooner Prince Leopold	do	do	do	do
Schooner Herbert	do	do	do	do
Bark Solferino	do	do	do	do
Schooner Velasco	Galveston	Matanzas	do	Sugar
Brig Herald	England	Beaufort	Liverpool	Naval stores
Schooner Teaser	do	do	do	do
Schooner Ringdove	Georgetown, D. C.	Philadelphia ..	do	Pig iron, nails, &c ..
Schooner Brunette	do	Baltimore	do	Pig iron and vitriol ..
Schooner Favorite	do	do	do	do
Schooner Elizabeth Ann	do	do	do	do
Schooner Enchantress	do	Boston	St. Jago	Assorted
Sloop Leon	do	do	do	do
Sloop H. Day	do	do	do	do
Sloop Jane Wright	do	do	do	do
Longboat Morning Star	do	do	do	do
Sloop Richard Lacey	do	do	do	Wood
Schooner Mary Alice	do	do	do	do
Schooner Sarah Starr	do	Wilmington	do	do
Brigantine Hannah Balch	do	do	do	do
Bark Alverado	do	Cape Town	Boston	do
Sloop Chas. Henry	Mobile	do	Fishing	Fish
Schooner Abbie Bradford	do	do	do	do
Schooner Albion	do	Cardenas	do	do
Schooner H. Middleton	Charleston	Charleston	Liverpool	Turpentine, 496 casks; rosin, 65 barrels.
Schooner Louisa	Wilmington, N. C.	do	Wilmington	do
Schooner Remittance	do	Port Tobacco ..	Baltimore	Tobacco and grain...
Schooner Aigburth	England	do	do	Molasses
Ship Finland	do	do	do	do
Schooner Extra	Baltimore	do	do	Wheat, 29 sacks
Schooner Good Egg	do	do	do	do
Schooner Eagle	do	do	do	do
Sloop T. J. Evans	do	Baltimore	Annamissic river.	Percussion caps, pis- tols, &c.
Schooner Colonel Long	Charleston	do	do	Assorted
Bark Meaco	do	Rio de Janeiro..	New Orleans....	Coffee, 3,000 bags ...
Schooner Mary Wood	do	do	do	Salt and molasses....
Schooner Ocean Wave	do	do	do	Coffee, sugar, &c....
Schooner H. C. Brooks	do	do	Liverpool	Cot'n, turp'tine, & tar.
Schooner Henry Nutt	Philadelphia	do	do	Mahogany
Schooner Harriet Ryan	do	do	do	do
Schooner Susan Jane	Nevis, W. I.	Halifax	do	Assorted
Schooner Revere	Yarmouth, N. S.	Beaufort	Key West	Salt and herrings....
Schooner Toledad Cos.	Tampico	Vera Cruz	Matamoras	Coffee, 20 tons

by vessels in the naval service, 1861—Continued.

When seized.	Where seized.	By what vessel.	Sent to—	Final disposition.
July 4	Off Galveston	South Carolina .....	.....	Converted into a tender.
4	do	do .....	.....	Cargo taken out; ves'l burnt.
9	do	do .....	.....	Cargo taken out; vess'l sunk.
5	do	do .....	.....	Cargo sent north.
6	do	do	Philadelphia .....	.....
7	do	do .....	.....	Converted into a tender.
—	do	do	New York	Case open.
—	do	do	Pensacola .....	.....
5	Off St. Mark's, Fla.	Mohawk	Key West .....	.....
13	Off Pass à l'Outre	Brooklyn	do .....	.....
17	Off Lockwood inlet, N. C.	Roanoke .....	.....	Destroyed.
.....	.....	Santee	Key West .....	.....
July 24	Potomac river .....	.....	.....	.....
26	Rappahannock river	Daylight	Baltimore	Recaptured; was a prize to the rebel steamer St. Nicholas; court restored her to her owners, citizens of Maryland.
18	Potomac river	Resolute .....	.....	.....
28	Off Charleston	St. Lawrence .....	.....	Sunk by the guns of the St. Lawrence.
.....				
.....	.....	.....	New York	Released by court.
July 18	Off coast of N. Carolina ..	Albatross	do	Condemned.
.....	do	St. Lawrence	Philadelphia	Case open.
July 5	Potomac river	Dana	Washington	Released by department.
16	Eastern shore of Maryland	Potomac flotilla	do	Do. do.
16	do	do	do	Do. do.
16	do	do	do	Lost off Piney Point.
.....	Off coast of Virginia	Albatross	Philadelphia	Liberated.
July 22	.....	do	do	Recaptured; was a prize to the Jeff. Davis; case open.
25	Potomac river	Thos. Freeborn	Washington	Returned to owner.
.....	do	do	do	Do.
Aug. 2	do	do	do	Returned to owner; subsequently destroyed by Capt. Craven.
—	do	do	do .....	.....
—	do	do	do .....	.....
3	.....	Wabash	New York	Recaptured; was a prize to the Dixie.
3	Off Wilmington, N. C. ....	.....	do	Case open.
.....	Off Charleston	Wabash .....	.....	Was recaptured by rebel steamer off Hatteras.
Aug. 6	Off St. Mary's river	Jamestown .....	.....	A prize to the Jeff. Davis; got aground, and was burn by the Jamestown.
7	Off Chandeleur island	Massachusetts .....	.....	.....
13	Off mouth of Mississippi ..	Powhatan	Philadelphia	Recaptured; was a prize to the Sumter; \$2,000 to captors; vessel liberated.
16	Off Charleston	Roanoke	do	Case open.
21	do	Vandalia	New York	Do.
11	Off Cape Fear river	Penguin .....	.....	Chased ashore by the P. and was lost.
28	Potomac	Yankee	Washington .....	.....
31	30° 22' N., 80° 46' W.	Jamestown	New York	Case open.
26	Apalachicola bay	R. R. Cuyler .....	.....	Burnt by boat expedition from the R. R. C.
29	Rappahannock river	Daylight	Philadelphia	Case open.
29	do	do .....	.....	.....
21	.....	Resolute	Washington .....	.....
Sept. 1	Clay island, Chesapeake ..	Dana	do .....	.....
4	At sea	Jamestown .....	.....	Cargo taken out; vessel scuttled.
5	Off mouth of Mississippi ..	Brooklyn and St. Louis ..	Philadelphia .....	.....
9	Hatteras inlet	Pawnee	do	Condemned; vessel and cargo sold.
9	do	do	do	Case open.
9	do	Naval expedition	New York	Recaptured; were prizes to the rebels. H. C. Brooks released on payment of salvage.
9	do	do	Philadelp'a	Condemned; sale ordered.
9	do	Pawnee	Philadelphia	Case open.
10	do	do	do	Do.
10	Off Beaufort, N. C.	Cambridge	Boston .....	.....
11	Off Galveston	South Carolina .....	.....	Vessel useless.

Statement of vessels seized, captured, and destroyed

Class and name.	Belonging to--	Where from.	Where bound.	Cargo.
Schooner Harmony				
Schooner San Juan	Eliz. City, N. C.	Anquilla	Elizabeth City...	Salt, sugar, and gin...
Schooner Prince Alfred				Rum, sugar, &c.....
Schooner Baltimore	Elizabeth City ..	Turk's Island	Elizabeth City...	Salt, sugar, and coffee.
Schooner Louisa Agnes.....		Lunenburg		Fish
Schooner Edwin		Barbadoes		Molasses
Schooner Julia		St. John's, N. B.		Tins, medicines, &c..
Schooner Ezilda		Havana	Matamoras	Arms and coffee
Schooner Beverly	Halifax, N. S.	Halifax		
Schooner Alert	England	Nassau	St. John's, N. B.	Molasses, salt, & fruit.
Brig Ariel		Havana	Tampico	Arms and munitions of war.
Schooner Jos. H. Toone				
Ship Thos. Watson		Liverpool	Charleston	Salt, blankets, &c....
Schooner Specie	Savannah	Savannah	Havana	Rice
Schooner Ed. Barnard		Mobile	Nassau	Turpentine, 600 bbls..
Schooner Reindeer			Galveston	Salt, 16 bags
Her. brig Delta		Liverpool	Matanzas	Salt
Steamer Salvor		Havana	Tampa Bay	Arms, &c.....
Schooner Harford	Baltimore			Wheat and tobacco ..
Brig Ariel		Liverpool	Wilmington, N. C.	Salt
Schooner Fanny Lee	Nassau	Darien	Nassau	Rice and tobacco ...
Schooner Bachelor				
Schooner Judith				
Schooner Somerset				
Schooner ———				
Schooner ———				
Schooner ———				
Sloop T. W. Riley				
Schooner Buena Vista	Baltimore	Baltimore	St. Mary's	Assorted
Yacht Wanderer		Havana	New Orleans	
Schooner Beauregard	Charleston	Charleston	Privateering	None
S. T. Garrison				
A valuable canoe		Maryland	Virginia	
Schooner Fairwind				
Schooner Mabel		Havana	New York	Contraband generally.
Schooner Argonaut				

by vessels in the naval service, 1861—Continued.

When seized.	Where seized.	By what vessel.	Sent to—	Final disposition.
Sept. 28	Off Hatteras.....	Gemsbok.....	Philadelphia.	Case open.
28	Off Hatteras inlet.....	Susquehanna.....	do.....	Do.
29	do.....	do.....	do.....	Do.
.....	Off Beaufort, N. C.....	Cambridge.....	New York...	Do.
.....	do.....	do.....	do.....	Do.
.....	do.....	do.....	Boston.....	No claim; will be condemned in default.
Sept. 30	Off Barrataria bay.....	South Carolina.....	.....	Converted into a tender; cargo sent to New York.
Oct. 3	.....	Gemsbok.....	Baltimore...	Condemned, & sale ordered.
6	Off Charleston.....	Roanoke and Flag.....	do.....	Do. do.
6	do.....	Vandalia.....	.....	Do.
1	Off Barrataria bay.....	South Carolina.....	.....	Cargo sent to New York; vessel recaptured in the Mississippi river.
15	Near Charleston.....	Roanoke and Flag.....	.....	Chased ashore and burnt.
12	31° 16' N., 80° 35' W.	Dale.....	Philadelphia.	Case open.
16	Off Pass à l'Outre.....	South Carolina.....	.....	Cargo sent to N. York; vessel unseaworthy, and sunk.
.....	.....	Dart, tender to the South Carolina.	.....	Worthless; scuttled.
Oct. 27	Off Galveston.....	Santee.....	New York...	Case open.
13	Near Tortugas.....	Keystone State.....	Philadelphia.	Do.
Sept. 18	Pope's creek, Maryland..	Rescue.....	Washington.	Do.
Oct. 20	Off Wilmington, N. C.....	Gemsbok.....	Philadelphia.	Do.
Nov. 6	Off St. Simon's island....	St. Lawrence.....	do.....	Do.
.....	Potomac.....	Flotilla.....	Washington.	Returned to owner.
Sept. 13	Pensacola navy yard.....	Exped'n from the Colorado	.....	Burnt.
June 8	Britton's bay, Maryland..	Resolute.....	.....	Destroyed.
May 28	Virginia shore, Potomac..	do.....	.....	Do.
Oct. 5	Chincoteague inlet.....	Louisiana.....	.....	Burnt.
11	Quantico creek.....	Union.....	.....	Do.
Nov. 6	Rappahannock river.....	Cambridge.....	.....	Do.
Aug. 16	Potomac river.....	Yankee.....	.....	Destroyed.
July 17	do.....	Resolute.....	Washington.	Do.
May 14	Key West.....	Crusader.....	.....	Converted into a tender.
Nov. 13	Bahama channel.....	W. G. Anderson.....	Key West...	Do.
.....	.....	Louisiana.....	Baltimore...	Decree dismissing libel.
Oct. 5	Rappahannock river.....	Mount Vernon.....	do.....	Condemned, & sale ordered.
.....	.....	.....	Philadelphia.	Order for sale of 6-8 of vessel; case of 2-8 open.
Nov. 15	31° 10' N., 80° 52' 30" W. .	Dale.....	do.....	Do.
.....	.....	.....	New York...	Released by court.

The foregoing statement was prepared from the best information in the possession of the department at the time. It is quite incomplete, and may possibly have some errors in it.

NAVY DEPARTMENT, November 30, 1861.

REPORT ON IRON-CLAD VESSELS.

NAVY DEPARTMENT,
Bureau of Yards and Docks, September 16, 1861.

SIR : The undersigned, constituting a board appointed by your order of the 8th ultimo, proceeded to the duty assigned to them, in accordance with the first section of an act of Congress, approved 3d of August, 1861, directing the Secretary of the Navy "to appoint a board of three skilful naval officers to investigate the plans and specifications that may be submitted for the construction or completing of iron-clad steamships or steam batteries, and on their report, should it be favorable, the Secretary of the Navy will cause one or more armored or iron or steel-clad steamships or floating steam batteries to be built; and there is hereby appropriated, out of any money in the treasury not otherwise appropriated, the sum of one million five hundred thousand dollars."

Distrustful of our ability to discharge this duty, which the law requires should be performed by three skilful naval officers, we approach the subject with diffidence, having no experience and but scanty knowledge in this branch of naval architecture.

The plans submitted are so various, and in many respects so entirely dissimilar, that without a more thorough knowledge of this mode of construction and the resisting properties of iron than we possess, it is very likely that some of our conclusions may prove erroneous.

Application was made to the department for a naval constructor, to be placed under our orders, with whom we might consult; but it appears that they are all so employed on important service that none could be assigned to this duty.

The construction of iron-clad steamships of war is now zealously claiming the attention of foreign naval powers. France led off; England followed, and is now somewhat extensively engaged in the system; and other powers seem to emulate their example, though on a smaller scale.

Opinions differ amongst naval and scientific men as to the policy of adopting the iron armature for ships-of-war. For coast and harbor defence they are undoubtedly formidable adjuncts to fortifications on land. As cruising vessels, however, we are sceptical as to their advantages and ultimate adoption. But whilst other nations are endeavoring to perfect them, we must not remain idle.

The enormous load of iron, as so much additional weight to the vessel; the great breadth of beam necessary to give her stability; the short supply of coal she will be able to stow in bunkers; the greater power required to propel her; and the largely increased cost of construction, are objections to this class of vessels as cruisers which we believe it is difficult successfully to overcome. For river and harbor service we consider iron-clad vessels of light draught, or floating batteries thus shielded, as very important; and we feel at this moment the necessity of them on some of our rivers and inlets to enforce obedience to the laws. We, however, do not hesitate to express the opinion, notwithstanding all we have heard or seen written on the subject, that no ship or floating battery, however heavily she may be plated, can cope successfully with a properly constructed fortification of masonry. The one is fixed and immovable, and though constructed of a material which may be shattered by shot, can be covered, if need be, by the same or much heavier armor than a floating vessel can bear, whilst the other is subject to disturbances by winds and waves, and to the powerful effects of tides and currents.

Armored ships or batteries may be employed advantageously to pass fortifications on land for ulterior objects of attack, to run a blockade, or to reduce temporary batteries on the shores of rivers and the approaches to our harbors.

From what we know of the comparative advantages and disadvantages of

ships constructed of wood over those of iron, we are clearly of opinion that no iron-clad vessel of equal displacement can be made to obtain the same speed as one not thus encumbered, because her form would be better adapted to speed. Her form and dimensions, the unyielding nature of the shield, detract materially in a heavy sea from the life, buoyancy, and spring which a ship built of wood possesses.

Wooden ships may be said to be but coffins for their crews when brought in conflict with iron-clad vessels; but the speed of the former, we take for granted, being greater than that of the latter, they can readily choose their position, and keep out of harm's way entirely.

Recent improvements in the form and preparation of projectiles, and their increased capacity for destruction, have elicited a large amount of ingenuity and skill to devise means for resisting them in their construction of ships-of-war. As yet we know of nothing superior to the large and heavy spherical shot in its destructive effects on vessels, whether plated or not.

Rifled guns have greater range, but the conical shot does not produce the *crushing* effect of spherical shot.

It is assumed that 4½-inch plates are the heaviest armor a sea-going vessel can safely carry. These plates should be of tough iron, and rolled in large, long pieces. This thickness of armor, it is believed, will resist all projectiles now in general use at a distance of 500 yards, especially if the ship's sides are angular.

Plates hammered in large masses are less fibrous and tough than when rolled. The question whether wooden backing, or any elastic substance behind the iron plating will tend to relieve at all the frame of the ships from the crushing effect of a heavy projectile, is not yet decided. Major Barnard says, "to put an elastic material behind the iron is to insure its destruction." With all deference to such creditable authority, we may suggest that it is possible a backing of some elastic substance (soft wood, perhaps, is the best) might relieve the frame of the ship somewhat from the terrible shock of a heavy projectile, though the plate should not be fractured.

With respect to a comparison between ships of iron and those of wood, without plating, high authorities in England differ as to which is the best. The tops of ships built of iron, we are told, wear out three bottoms; whilst the bottoms of those built of wood will outwear three tops. In deciding upon the relative merits of iron and wooden-framed vessels, for each of which we have offers, the board is of opinion that it would be well to try a specimen of each, as both have distinguished advocates. One strong objection to iron vessels, which, so far as we know, has not yet been overcome, is the oxidation or rust in salt water, and their liability of becoming foul under water by the attachment of sea grass and animalcules to their bottoms. The best preventive we know of is a coating of pure zinc paint, which, so long as it lasts, is believed to be an antidote to this cause of evil.

After these brief remarks on the subject generally, we proceed to notice the plans and offers referred to us for the construction of plated vessels and floating batteries.

It has been suggested that the most ready mode of obtaining an iron-clad ship-of-war would be to contract with responsible parties in England for its complete construction; and we are assured that parties there are ready to engage in such an enterprise on terms more reasonable, perhaps, than such vessels could be built in this country, having much greater experience and facilities than we possess. Indeed, we are informed there are no mills and machinery in this country capable of rolling iron 4½ inches thick, though plates might be hammered to that thickness in many of our workshops. As before observed, rolled iron is considered much the best, and the difficulty of rolling it increases rapidly

with the increase of thickness. It has, however, occurred to us that a difficulty might arise with the British government, in case we should undertake to construct ships-of-war in that country, which might complicate their delivery; and, moreover, we are of opinion that every people or nation who can maintain a navy should be capable of constructing it themselves.

Our immediate demands seem to require, first, so far as practicable, vessels invulnerable to shot, of light draught of water, to penetrate our shoal harbors, rivers, and bayous. We, therefore, favor the construction of this class of vessels before going into a more perfect system of large iron-clad sea-going vessels of war. We are here met with the difficulty of encumbering small vessels with armor, which, from their size, they are unable to bear. We, nevertheless, recommend that contracts be made with responsible parties for the construction of one or more iron-clad vessels or batteries of as light a draught of water as practicable consistent with their weight of armor. Meanwhile, availing of the experience thus obtained, and the improvements which we believe are yet to be made by other naval powers in building iron-clad ships, we would advise the construction, in our own dock-yards, of one or more of these vessels upon a large and more perfect scale, when Congress shall see fit to authorize it. The amount now appropriated is not sufficient to build both classes of vessels to any great extent.

We have made a synopsis of the propositions and specifications submitted, which we annex, and now proceed to state, in brief, the result of our decisions upon the offers presented to us.

J. Ericsson, New York, page 19.—This plan of a floating battery is novel, but seems to be based upon a plan which will render the battery shot and shell proof. We are somewhat apprehensive that her properties for sea are not such as a sea-going vessel should possess. But she may be moved from one place to another on the coast in smooth water. We recommend that an experiment be made with one battery of this description on the terms proposed, with a guarantee and forfeiture in case of failure in any of the properties and points of the vessel as proposed.

Price, \$275,000; length of vessel, 172 feet; breadth of beam, 41 feet; depth of hold, $11\frac{1}{2}$ feet; time, 100 days; draught of water, 10 feet; displacement, 1,255 tons; speed per hour, nine statute miles.

John W. Nystrom, Philadelphia, 1216 Chestnut street, page 1.—The plan of (quadruple) guns is not known, and cannot be considered. The dimensions would not float the vessel without the guards, which we are not satisfied would repel shot. We do not recommend the plan.

Price, about \$175,000; length of vessel, 175 feet; breadth of beam, 27 feet; depth of hold, 13 feet; time, four months; draught of water, 10 feet; displacement, 875 tons; speed per hour, 12 knots.

William Perine, New York, 2777 post office box, presents three plans. The specifications and drawings are not full. The last proposal (No. 3, page 2) for the heavy plating is the only one we have considered; but there is neither drawing nor model, and the capacity of the vessel, we think, will not bear the armor and armament proposed.

Price, \$621,000; length of vessel, 225 feet; breadth of beam, $45\frac{1}{2}$ feet; depth of hold, $15\frac{1}{3}$ feet; time, 9 months; draught of water, 13 feet; displacement, 2,454 tons; speed per hour, 10 knots.

John C. Le Ferre, Boston, page 9.—Description deficient. Not recommended. Sent a model, but neither price, time, nor dimensions stated.

E. S. Renwick, New York, 335 Broadway, presents drawings, specification, and model of an iron-clad vessel of large capacity and powerful engines, with great speed, capable of carrying a heavy battery, and stated to be shotproof-

and a good sea-boat. The form and manner of construction and proportions of this vessel are novel, and will attract the attention of scientific and practical men. She is of very light draught of water, and on the question whether she will prove to be a safe and comfortable sea-boat we do not express a decided opinion. Vessels of somewhat similar form, in that part of vessel which is immersed, of light draught of water on our western lakes, have, we believe, proved entirely satisfactory in all weathers. To counteract the effect of the waves, when disturbed by the winds, by producing a jerk, or sudden rolling motion of flat, shoal vessels, it is proposed to carry a sufficient weight above the centre of gravity to counterpoise the heavy weight below, which is done in this ship by the immense iron armor. If, after a full discussion and examination by experts on this plan, it should be decided that she is a safe vessel for sea service, we would recommend the construction upon it of one ship at one of our dock yards.

The estimate cost of this ship, \$1,500,000, precludes action upon the plan until further appropriations shall be made by Congress for such objects.

Time not stated; length of vessel, 400 feet; breadth of beam, 60 feet; depth of hold, 33 feet; draught of water, 16 feet; displacement, 6,520 tons; speed per hour, at least 18 miles.

Whitney & Rowland, Brooklyn, Greenpoint, page 13, propose an iron gunboat, armor of bars of iron and thin plate over it. *No price* stated. Dimensions of vessel, we think, will not bear the weight and possess stability. Time, 5 months. Not recommended.

Length of vessel, 140 feet; breadth of beam, 28 feet; depth of hold, 13½ feet; draught of water, 8 feet.

Donald McKay, Boston, page 16.—Vessel, in general dimensions and armor, approved. The speed estimated slow. The cost precludes the consideration of construction by the board.

Price, \$1,000,000; length of vessel, 227 feet; breadth of beam, 50 feet; depth of hold, 26½ feet; time, 9 to 10 months; draught of water, 14 feet; displacement, 3,100 tons; speed per hour, 6 to 7 knots.

William H. Wood, Jersey City, N. J., page 14.—Dimensions will not float the guns high enough; not recommended.

Price, \$255,000; length of vessel, 160 feet; breadth of beam, 34 feet; depth of hold, 22 feet; time, 4 months; draught of water, 13 feet; displacement, 1,215 tons; speed, not stated.

Merrick & Sons, Philadelphia, pages 7 and 8.—Vessel of wood and iron combined. This proposition we consider the most practicable one for heavy armor. We recommend that a contract be made with that party, under a guarantee, with forfeiture in case of failure to comply with the specifications; and that the contract require the plates to be 15 feet long and 36 inches wide, with a reservation of some modifications, which may occur as the work progresses, not to affect the cost.

Price, \$780,000; length of vessel, 220 feet; breadth of beam, 60 feet; depth of hold, 23 feet; time, 9 months; draught of water, 13 feet; displacement, 3,296 tons; speed per hour, 9½ knots.

Benjamin Rathburn, ———, page 20.—We do not recommend the plan for adoption.

Price not stated; length of vessel not stated; breadth of beam, 80 feet; depth of hold, 74 feet; time not stated; draught of water, 25 feet; displacement, 15,000 tons; speed not stated. Specification incomplete.

Henry R. Dunham, New York, page 11.—Vessel too costly for the appropriation; no drawings or specifications; not recommended.

Price, \$1,200,000; length of vessel, 325 feet; breadth of beam, 60 feet; depth of hold not stated; time, 15 to 18 months; draught of water, 16 feet; displacement not stated; speed per hour, 12 miles.

C. S. Bushnell, & Co., New Haven, Conn., page 121, propose a vessel to be iron-clad, on the rail and plate principal, and to obtain high speed. The objection to this vessel is the fear that she will not float her armor and load sufficiently high, and have stability enough for a sea vessel. With a guarantee that she shall do these, we recommend on that basis a contract.

Price, \$235,250; length of vessel, 180 feet; breadth of beam, — feet; depth of hold, $12\frac{2}{3}$ feet; time, 4 months; draught of water, 10 feet; displacement, — tons; speed per hour, 12 knots.

John Westwood, Cincinnati, Ohio, page 17.—Vessel of wood, with iron armor; plan good enough, but the breadth not enough to bear the armor. No detailed specification; *no price or time* stated; only a general drawing. Not recommended.

Neafie & Levy, Philadelphia, page 5.—No plans or drawings, therefore not considered. Neither *price nor time* stated.

Length of vessel, 200 feet; breadth of beam, 40 feet; depth of hold, 15 feet; draught of water, 13 feet; displacement, 1,748 tons; speed per hour, 10 knots.

Wm. Norris, New York, 26 Cedar street, page 6.—Iron boat without armor. Too small, and not received.

Price, \$32,000; length of vessel, 83 feet; breadth of beam, 25 feet; depth of hold, 14 feet; time, 60 to 75 days; draught of water, 3 feet; displacement, 90 tons; speed not stated.

Wm. Kingsley, Washington, D. C., page 10, proposes a *rubber-clad* vessel, which we cannot recommend. No price or dimension stated.

A. Beebe, New York, 82 Broadway, page 18.—Specification and sketch defective. Plan not approved.

Price, \$50,000; length of vessel, 120 feet; breadth of beam, 55 feet; depth not stated; time, 100 days; draught of water, 6 feet; displacement, 1,000 tons; speed per hour, 8 knots.

These three propositions recommended, viz: Bushnell & Co., New Haven, Connecticut; Merrick & Sons, Philadelphia, and J. Ericsson, New York, will absorb \$1,290,250 of the appropriation of \$1,500,000, leaving \$209,750 yet unexpended.

The board recommends that armor with heavy guns be placed on one of our river craft, or, if none will bear it, to construct a scow, which will answer to plate and shield the guns, for the river service on the Potomac, to be constructed or prepared by the government at the navy yard here for immediate use.

We would further recommend that the department ask of Congress, at its next session, an appropriation, for experimenting on iron plates of different kinds, of \$10,000.

All of which is respectfully submitted.

JOSEPH SMITH.
H. PAULDING.
C. H. DAVIS.

Hon. GIDEON WELLES,
Secretary of the Navy.







